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RAILROAD AND CANAL COMPANIES

OF THE

New Jersey - Comptroller of the Treasury

STATE OF NEW JERSEY.

1854. *ml*

12pt. for 1853

Read, and ordered to be printed.

TRENTON:
PRINTED AT THE TRUE AMERICAN OFFICE.

1854.

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Cl. 1924.

SECRETARY'S OFFICE,
TRENTON, February 7, 1854.

TO THE HONORABLE THE SENATE
AND HOUSE OF ASSEMBLY OF NEW JERSEY.

GENTLEMEN: The Supplement to the Act entitled "An Act respecting Annual Reports to the Legislature, of Railroad and Canal Companies," approved March 11th, 1853, enacts "that the Reports provided to be made to the Legislature, by Railroad and Canal Companies, pursuant to the requirements of an Act entitled 'An Act respecting Annual Reports to the Legislature, of Railroad and Canal Companies,' shall hereafter be made out, signed, and attested, as provided for in the Act to which this is a Supplement, on or before the first Tuesday of January of each and every year, and shall forthwith be transmitted to the Secretary of State, who shall file the same in his office, there to remain of record; and that copies of the said Reports shall be made out by the said Secretary, and transmitted to the Legislature on the first Tuesday of February of each year."

In compliance with the foregoing requirements, Reports have been made to me from the following Companies, copies of which I have the honor herewith to submit, viz.:—

1. From the Joint Delaware and Raritan Canal, and Camden and Amboy Railroad Companies.
2. From the New Jersey Railroad and Transportation Company.

3. From the Morris and Essex Railroad Company.
4. From the Central Railroad Company.
5. From the Belvidere Delaware Railroad Company.
6. From the Mount Holly and Burlington Railroad Company.

7. From the Freehold and Jamesburg Railroad Company.

8. From the Sussex Mine Railroad Company.

9. From the Morris Canal and Banking Company.

No Report has been received at this office, either from the Paterson and Hudson River Railroad Company or the Paterson and Ramapo Railroad Company, nor from the Camden and Atlantic Railroad Company.

All which is respectfully submitted.

THOS. S. ALLISON,

Secretary of State.

REPORT

OF THE

DELAWARE AND RARITAN CANAL, AND CAMDEN AND AMBOY RAILROAD COMPANIES.

JANUARY, 1854.

IN compliance with the Act of Legislature of the State of New Jersey, approved on the twenty-fourth day of February, 1852, the Delaware and Raritan Canal, and the Camden and Amboy Railroad and Transportation Companies, make the following report:—

1. The capital stock paid in of the Camden and Amboy Railroad and Transportation Company,	\$1,500,000
The capital stock paid in of the Delaware and Raritan Canal Company,	1,500,000
Joint capital stock,	<u>\$3,000,000</u>
2. The funded debts for the above companies are a	
loan at 6 per cent. interest,	\$800,000
“ 5 “ “	£210,000 sterling.
“ 6 “ “	225,000 “
“ “ “ “	\$367,000
“ “ “ “	800,000
“ “ “ “	1,700,000

In addition to the above there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds at \$4 80 per pound sterling, bearing interest at 5 per cent. per annum. Also for subscription to Belvidere Delaware Railroad, Freehold and Jamesburg and Flemington Railroad Companies, \$1,175,000, bearing an interest of 6 per cent. per annum.

3. Cost of the Camden and Amboy Railroad and equipments,	\$4,523,509 74
Cost of the Delaware and Raritan Canal and appurtenances,	3,623,052 81
	<hr/>
Cost of Railroad and Canal,	\$8,146,562 55
	<hr/>
4. The receipts of the Camden and Amboy Railroad and Transportation Company for the twelve months ending the 31st of December, 1853,	1,744,207 02
And the expenses of the Camden and Amboy Railroad and Transportation Company for the same period, for working the road, including repairs, maintenances of way, motive power, contingencies, steamboats, and tugs,	1,145,473 14
	<hr/>
Leaving as nett earnings of Railroad,	\$598,733 88
	<hr/>

5. Dividends have been paid in cash during the past year of 12 per cent.; and an extra dividend of 12 per cent. in the bonds of the companies.

6. Accidents that have occurred upon the Camden and Amboy Railroad during the year 1853:—

Jan. 12th. Charles Appleton, a workman employed upon the road, had an arm broken and his back injured by a locomotive coming in contact with a hand-car near the sand hills. The person in charge of the hand-car was, on investigation, discharged. Joseph Capner, Conductor, and P. R. V. Southwick, Engineer; both continued in service.

Jan. 14th. A train, having an extra engine in tow, was passing through South Trenton, when an unknown man, and a boy named Lucas, jumped upon the last car, in passing at the Eagle Hotel; the pipe of the extra engine fell, slightly injuring the man, and killing the boy. E. Whiltsey, Engineer, not being in fault, was retained in the service.

Jan. 29th. David Van Pelt, a deaf man, was run over and killed by a passenger line near Hightstown, while walking on the track. E. Muschamp, Conductor; John Saxton, Engineer; both retained in service.

Jan. 31st. Patrick McGovern, a brakeman, fell from a freight train while in motion, and died from the injuries received. Joseph Capner, Conductor, and P. R. V. Southwick, Engineer; both continued in service.

Feb. 1st. Richard Montgomery was slightly injured, while attempting to cross the track near South Amboy with a two-horse team, in front of an approaching regular express train. E. Muschamp, Conductor; John Saxton, Engineer; both continued in service.

Feb. 12th. A man by the name of De Young was killed at Princeton Station, by falling between the cars and platform, while attempting to get upon a passenger train in motion. John Briggs, Jr., Conductor; John Cobson, Engineer; both continued in the employ of the Company.

March 4th. When the 2 p. m. train from New York reached Bordentown, a brakeman, by the name of John Ward, was found dead upon the top of the locomotive tender, and out of his proper place. Henry Ovenshine, Conductor; John Saxton, Engineer; both continued in service.

April 26th. Patrick Manning, a brakeman in the employ of the Company, had a leg and two ribs broken by an engine and tender running off the draw at Rancocas bridge. Edwin Muschamp, Conductor, continued in service; P. R. V. Southwick, Engineer, suspended from employment.

June 27th. An unknown man was found (by the Conductor of the 2 p.m. train from Philadelphia) badly injured, and unable to speak, lying by the side of the track near Rancocas bridge; said to have fallen from a car in the train; has since died. E. Muschamp, Conductor; Charles Youndt, Engineer; continued in the employ of the Company.

July 21st. William C. Aurinck, a fireman employed upon a locomotive, while in the discharge of his duty accidentally slipped between the engine and tender, whereby his leg was broken; he has since recovered. Benj. T. Wolcote, Conductor, and Joseph Troutt, Engineer; both in the employ of the Company.

August. Michael Ryen, a laborer upon the road, fell off of a jumper, and was so severely injured, by having his back broken, that he died from the effect thereof.

Aug. 9th. By a collision of the passenger trains from New York and Philadelphia, at or near South River, the following named persons were killed and injured, viz.:—

Joseph Grippen, . . .	Switzerland, . . .	Killed.
Rosa Dustin (child), . .	New York, . . .	"
Ann Frost (nurse), . . .	" " . . .	"
Mrs. Pearson,	Bordentown, N.J.,	"
Rev. James Purviance, . .	Mississippi, . . .	Foot crushed.
Mrs. Purviance,	" . . .	Hip injured.
Child of Mrs. Purviance, .	" . . .	Thigh broken.
P. C. Martin,	Baltimore, . . .	Leg bruised.
Mrs. Martin,	" . . .	" "
One child of Mrs. Martin, .	" . . .	Injured in the head.
Two children " " " . . .	" . . .	Legs bruised.
Thaddeus Wentworth, . .	Philadelphia, . .	Bruised in legs and breast.
A. E. Eberman,	" . . .	Injured in both legs.
L. Drucher,	New York, . . .	One eye slightly injured.
H. T. Hook,	Baltimore, . . .	Slightly injured.
M. Cummerford,	Louisville, . . .	" "
Wm. R. Depue,	Philadelphia, . .	" "
Mrs. Depue,	" . . .	" "
2 children of Mrs. Depue, .	" . . .	" "
James McCormick, . . .	Harrisburg, Pa., .	" "
Miss McCormick,	" " " " . . .	" "
Miss Mary McCormick, . .	" " . . .	Foot bruised.
Miss M. Buchler,	" " . . .	" "
Miss Alricks,	" " . . .	Slightly injured.
Nicoli Monchesi,	Philadelphia, . .	{ Arm and side contused; also hand and thumb cut.
A. M. Jones,	Washington, D.C.,	Leg bruised.
J. H. Rowland,	Norfolk, Va., . .	Slightly injured.
Miss Rowland,	" " . . .	" "
Miss Shelly,	Philadelphia, . .	Leg broken.
Joseph Davis,	Moorestown, N.J.,	Slightly injured.
W. B. Relyea,	Uniontown, N.Y.,	Head "
E. Muschamp,	Camden, N. J., .	Conductor, slightly injured.

E. Muschamp, Conductor, John Anderson, Engineer of the train from New York, both discharged.

John R. Graham, Conductor, and John Saxton, Engineer of the train from Philadelphia, not being in fault, were both continued in service.

Aug. 11th. Lorenzo Lingle, a workman in the shops of the Company at Bordentown, was seriously injured (while assisting to bring a disabled engine to the shops) by the smoke-pipe falling upon him while passing a bridge. Wm. Burton, Engineer, still in the service of the Company.

Aug. 23d. A Mr. Wyckoff, while attempting to cross the track at New Brunswick after dark with a horse and wagon, was struck by a locomotive attached to a passenger train, by which his ankle was sprained, and head and face scratched, the horse injured, and wagon damaged. Charles Atkinson, Conductor; Peter Provost, Engineer; both still in service.

Sept. 10th. The mail train down was thrown off the track near Rancocas, by obstructions placed upon the rails by some person or persons unknown, whereby Jesse Ireland, a brakeman, was killed, and John Cobson, the Engineer, somewhat bruised and injured; since recovered, and in the Company's employ. John Briggs, Jr., Conductor, still employed.

Oct. 13th. Joel Pullen, while lying upon the track in an intoxicated state, was run over near Hightstown by an accommodation line, and seriously injured. The man has since died. Daniel Deacon, Conductor; Wm. Burton, Jr., Engineer; both retained.

7. The expenses of the Delaware and Raritan Canal, including repairs, superintendence, and management:—

Repairs,	\$67,719 78
Dock and bridge keepers,	21,748 45
Toll collectors,	12,064 88
Salaries,	8,501 48
Engineer department,	4,443 83
Office,	275 82
Contingent,	1,029 37
Printing and advertising,	245 89
Pier teams at New Brunswick,	1,124 13
Drawbacks,	1,200 47

Real estate,	341 02
Legal expenses,	194 74
Ferry at outlet,	1,008 89
	<hr/>
	\$121,497 07
Transit duties paid to the State of New Jersey during the year,	33,257 86
	<hr/>
	\$154,754 93

8. The income from the Delaware and Raritan Canal during the year from passengers and other sources, amounts to \$382,248 33.

STATE OF NEW JERSEY, ss.

Before me, James S. Green, one of the Masters in the Court of Chancery in said State, personally appeared Robert L. Stevens, President of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to his best knowledge and belief.

ROBT. L. STEVENS,

President.

Sworn and subscribed before me at Bordentown this 6th day of January, 1854.

JAS. S. GREEN, *M. C.*

STATE OF NEW JERSEY, ss.

Before me, James S. Green, one of the Masters in the Court of Chancery of the State of New Jersey, personally appeared John R. Thomson, President pro tem. of the Delaware and Raritan Canal Company, who being duly sworn, doth declare that the foregoing Report, so far as concerns the Delaware and Raritan Canal Company, is true, according to his best knowledge and belief.

JNO. R. THOMSON,

President p. t. D. & R. C. C.

Sworn and subscribed before me at Bordentown this day of January, 1854.

JAS. S. GREEN, *M. C.*

ANNUAL REPORT

OF THE

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY,

TO THE LEGISLATURE OF NEW JERSEY, FOR
THE YEAR 1853.

IN obedience to the Act passed 24th February, 1852, entitled, "An Act respecting Annual Reports to the Legislature, of Railroads and other Companies," the New Jersey Railroad and Transportation Company presents the following Report :—

JANUARY 1st, 1854.

Capital stock paid in,	\$2,750,000 00
Funded debt,	618,000 00
Floating debt, embracing balances of every description, due 1st January, 1854,	62,622 88
Profit and loss, being surplus earnings expended in the construction of the road, and in the payment of the property stated below,	300,588 23
Dividend, 1st January, payable 1st February, 1854,	137,490 00
	<hr/>
	\$3,868,801 11
	<hr/>

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine, car-houses and workshops, machi-

nery and fixtures, engineering, land, and land damages,	\$2,617,918 30
Locomotives, tenders, and snow-ploughs,	89,247 34
Cars, passenger, freight, and baggage,	93,280 00
Property, viz., bridges, ferry, turnpikes, and other stocks, real estate, ferry-boats, privileges and fixtures,	892,165 27
Cash in bank, and cash items on demand,	176,190 20
	<hr/>
	\$3,868,801 11
	<hr/>

OPERATIONS OF THE COMPANY DURING THE YEAR 1853.

The number of passengers, and tons of goods, wares, and merchandise transported over the New Jersey Railroad and Transportation Company, for the year 1853 :—

PASSENGERS,

Passing over the whole line of the road,	276,781½
“ between Jersey City and Newark,	976,210½
“ “ “ Elizabethtown,	92,986½
“ “ “ Rahway,	76,674
“ “ “ Uniontown and Metuchin,	10,735
“ “ “ New Brunswick,	73,638½
“ all intermediate places,	663,217
	<hr/>
	2,170,243
	<hr/>

Total two million one hundred and seventy thousand two hundred and forty-three (not including commuters and free passengers).

GOODS, WARES, AND MERCHANDISE,

Passing over the whole line of the road,	1,583½ tons.
“ between Jersey City and Newark,	23,687 “
“ “ “ Elizabethtown,	3,759 “
“ “ “ Rahway,	5,304 “
“ “ “ New Brunswick,	9,082 “
“ all intermediate places,	4,751½ “
	<hr/>

Total forty-eight thousand, one hundred and sixty-seven. 48,167 “

Number of miles run by passenger, freight, and other trains, 329,901

RECEIPTS AND EXPENSES FOR THE YEAR 1853.

RECEIPTS.

From passengers,	\$655,752 80	
From freights,	64,507 97	
From U. S. mail, rents, and other sources, .	90,374 04	
	<hr/>	\$810,634 81

EXPENSES.

Maintaining road; bridges, and buildings, .	\$55,431 05	
Repairs of locomotives, cars, and machinery,	42,785 84	
Fuel, cost and labor preparing,	49,541 25	
Operating the road, and transporting passengers and freight,	163,983 27	
Office expenses, salaries, and contingencies,	7,775 41	
	<hr/>	\$319,516 82
		<hr/>
		\$491,117 99
Interest on bonds,	26,310 00	
Transit duty on passengers and freight, .	15,799 95	
Tax on capital stock,	12,370 45	
Dividends in cash, August and February,	247,417 00	
Profit and loss,	189,220 59	
	<hr/>	\$491,117 99

The surplus earnings of the year have been absorbed by expenditures and appropriations for the construction of the branch railroad and bridge over the Passaic River, at Newark, to connect the New Jersey Railroad and Morris and Essex Railroad, for the enlargement of the ferry and ferry fixtures at Jersey City, and for additional improvements on the line of the railroad.

H. J. SOUTHMAYD,

Treasurer.

W. A. WHITEHEAD,

Secretary.

Office New Jersey Railroad and Transportation Company,
New York, January 23d, 1854.

The foregoing statement is verified by the affidavit at the end of the entire Report.

JOHN S. DARCY,

President.

JOHN P. JACKSON,

Vice-President.

Accidents that have occurred during the year eighteen hundred and fifty-three, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured, and the extent of their injuries, also the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the Company:—

January 25th. A man named Mathew Pelchering (late clerk in McCormick's store, at Elizabethtown), jumped from the platform between the track, near the Chestnut Street depot, Newark, directly in front of the engine of the Philadelphia train, while the same was in full motion; he died the next morning. William Coulter, conductor, Edwin Hutton, engineer; still in the employ of the Company.

February 23d. A man named John Martin, laborer, of Camden and Amboy Railroad, was killed at New Brunswick, by stepping on the track as the engine was backing to the depot. Engineer Joseph Wood; still in the employ of the Company.

March 29th. A newspaper boy, not a passenger, jumped from the 8½ o'clock train from New York, between Centre and Market Streets, Newark, and broke his leg; he is now well. Engineer, Henry Hummell; Charles F. R. Moore, conductor; still in the employ of the Company.

April 11th. A man named Charles Ferry jumped from the rear car of the Newark train, while crossing the Hakensack bridge; he held fast to the railing of the car, was dragged some distance, and seriously injured; was taken to the hospital, and recovered; he was intoxicated. Isaac F. Frayee, conductor, John McGready, engineer; still in the employ of the Company.

April 18th. A German, name unknown, was struck by the engine of the 9 A.M., train, while walking on the track in Bergen Hill; he was taken to the New York Hospital, and died. Conductor, Charles H. Muchmore, L. Bates, engineer; still in the Company's employ.

April 23d. A man named Michael Kenney was run over

and killed at Rahway, while in a state of intoxication; he walked in front of the train, and the cars passed over him. Charles F. R. Moore, conductor, Henry Hummell, engineer; still in the employ of the Company.

May 16th. A man named J. G. Lagalia, jumped from the Philadelphia train at the Centre Street station (not a stopping-place for this train), while the cars were in motion; his arm was amputated; he recovered. J. F. Frayee, conductor, J. E. Hutton, engineer; still in the employ of the Company.

May 21st. A boy, name unknown, in attempting to cross the track in front of the engine, was struck by the pilot, sprained his ankle, and made a slight wound upon the side of his head; slightly injured. J. H. Frayee, conductor, John Campbell, engineer; still in the employ of the Company.

May 26th. A man named Hannan, in attempting to cross the track at Jersey City, with a horse and cart, in front of the engine, was struck, and slightly injured in the arm and leg; the horse was also injured. John Sindler, engineer, David Coddington, conductor; still in the employ of the Company.

May 27th. An insane woman was struck by the engine at Elizabethtown, near the residence of John O. Stearns, Esq., slightly injuring her head and wrist; she was sent to her home, in Newark, and recovered. Conductor, N. B. DeHart, Engineer, John Campbell, still in Company's employ.

July 4th. A man named John Murray, jumped from the Rahway train while in motion, between Elizabethtown and Rahway, and broke his ankle; is now well. Conductor, N. L. Douglas; engineer, Alfred Hind; still in Company's employ.

July 5th. A man named Patrick Caffrey, in the Company's employ, in attempting to jump on the gravel train, while in motion, at Elizabethtown, made a misstep, and the engine mashed his foot which caused amputation. William Martin, conductor, Garret Nem, engineer; still in the employ of the Company.

July 8. A gentleman named Henry Stetson, of Orange, jumped out of the car window while crossing the Hackensack bridge, and was killed; a false alarm was given that the "draw was off," which was not the case. William Gordon, engineer, N. B. DeHart, conductor, still in the employ of the Company.

August 29th. A boy named Dolen, stepped directly in front of the engine while in motion, near Harsimus, slightly injured in the face and head, was taken home, and is well. Ralph Page, engineer, C. H. Muchmore conductor; still in the employ of the Company.

September 5th. A man named Rice, jumped from the train while in motion, at Newark; slightly injured. W. S. Douglass, conductor, James Smith, engineer; still in the employ of the Company.

September 7th. A man named Patrick Campbell, of Newark, while lying beside the track, raised up while the train was passing, and injured his head, and cut one finger off; he was taken to his home, and is well. William H. Gordon, engineer, N. B. DeHart, conductor; still in the employ of the Company.

September 20th. A German, name unknown, in attempting to get on the freight train, at Elizabethtown, while in motion, fell between the cars, and was instantly killed. Charles F. Moore, conductor, John McGready, engineer; still in Company's employ.

September 23d. A boy, name not ascertained, was instantly killed at the Market Street depot, at Newark, by jumping from the Philadelphia train while in motion; he was not a passenger. J. Fernald, conductor, R. Van Sickle, engineer; still in the employ of the Company.

September 27th. An unknown man was killed near the Hackensack bridge; as the train approached, he ran in front of the engine, and fell across the track; he was supposed to be intoxicated, as a bottle of rum was in his pocket. C. H. Muchmore, conductor, John Sindle, engineer; still in the Company's employ.

October 4th. A man, named A. W. Girander, was struck by the engine of the 6½ P.M. train, while crossing the track, slightly, but not seriously injured. J. Counsellor, conductor, Henry Hummell, engineer; still in the employ of the Company.

October 4th. A boy, named Kirkpatrick, was killed by the dirt-train, while playing on the track, at Newark. John Dennis, conductor, still in Company's employ.

October 12th. A man, named Dolen, was struck by the engine while walking on the track, in Bergen cut; slightly injured. N. L. Douglas, conductor, James Smith, engineer; still in the employ of the Company.

October 13. A man named Peter Turney, was struck by an engine, near the Jersey City depot; was cautioned to get off the track; his right arm was injured and afterwards amputated; his face, also, was cut; he was intoxicated. Joseph Wood, engineer, William Coulter, conductor; still in the employ of the Company.

October 25th. A man named Jacques, was killed near Metuchin, while walking on the track, directly in front of the engine; he was intoxicated. J. Fernald, conductor, R. Vansickle, engineer; still in the employ of the Company.

November 12th. A man named John McGuire, from New York, was killed at New York, while attempting to get on the Philadelphia train, while in motion. J. E. Hutton, engineer, William Coulter, conductor; still in the employ of the Company.

December 23d. A German, named Antoine Jerome, was struck by the engine of the 10½ A.M. train, from Newark, while walking on the track near the "Fish-House;" a dense fog prevented the engineer seeing him; he was seriously injured, and died in about two hours, at the City Hospital. J. Counsellor, conductor, H. Hummell, engineer; still in the employ of the Company.

RECAPITULATION.

Passengers or others, killed or injured while in the cars,	0
Employees injured on the road,	0
Passengers killed from jumping on or off the cars while in motion,	4
A newspaper boy, not a passenger, killed by jumping off the cars while in motion,	1
Passengers or others, injured seriously from jumping off or on the cars while in motion,	3
Passengers or others, slightly injured from jumping on or off the cars while in motion,	2
Persons not passengers, killed on the track,	8
Persons not passengers, seriously injured on the track,	2
Persons not passengers, slightly injured on the track,	6
	<hr/>
	26
	<hr/>
Total killed,	13
Injured seriously,	5
Injured slightly,	8
	<hr/>
	26

I certify the foregoing to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

JAMES W. WOODRUFF,

Assistant Superintendent.

January 16th, 1854.

STATE OF NEW JERSEY, ss.

John S. Darcy, President of the New Jersey Railroad and Transportation Company, being duly sworn, on his oath saith, that the statements made in the foregoing Report are true, to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me this 25th day of January, A.D. 1854.

JOHN P. JACKSON,

Master in Chancery.

REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY.

JANUARY, 1854.

TO THE HONORABLE THE LEGISLATURE OF THE STATE OF
NEW JERSEY.

THE Morris and Essex Railroad Company respectfully render to the Legislature the following statement of their affairs on January 1st, 1854, and of their operations for the year 1853.

Capital stock,	\$1,038,415 00
Funded debt,	139,500 00
Floating " :	79,869 28
Contingent fund,	113,276 63
	<hr/>
	\$1,371,060 91
	<hr/>

Cost of road and its appendages between Newark and Delaware River, included in which is the sum of \$18,640 20, expended on the extension of the road west of Hackettstown for right of way, engineering, &c., .	\$1,291,794 97	
Cash and bills receivable,	79,265 94	
	<hr/>	\$1,371,060 91
		<hr/>

**INCOME FROM PASSENGERS AND OTHER SOURCES IN THE
YEAR 1858.**

From passengers,	\$108,886 54	
" freight,	63,355 34	
" mails,	3,620 95	
" rents and sundries,	344 12	
	<hr/>	\$176,206 95
Paid for repairs, maintenance of way, motive power, and contingencies,	\$83,575 63	
Paid for interest,	8,626 20	
	<hr/>	92,201 83
		<hr/>
		\$84,005 12
		<hr/>

The dividends for the year amount to \$59,198 92, payable in cash.

During the year two accidents occurred, which resulted in death. One, of a boy who got on the train without a ticket, and, in order to avoid paying his fare, jumped off the train while in motion, and received such injuries in his fall as to produce his death.

The other death was of a man in the employ of the Company, on the repairs of the road. As a locomotive, with a train of dirt cars, was proceeding in the evening to its terminus, one of the men, when near his home, jumped off the train while it was in motion, and while the engineer was in the act of stopping the train for him to get off; but, in his haste and carelessness, he fell on the track, and the cars in the rear of the train passed over his body, and caused his death.

Another accident occurred as follows: A man, who proved to be a German, was seen standing near the track, as the passenger train was on its way to Newark, and, as the train approached him, he deliberately walked on to the track, and, before the engineer had time to reverse his engine, the cow-catcher struck him, and threw him off the track, fracturing one of his arms. The train was stopped, and the man was

carried to Newark, where he was taken care of until his recovery. In none of these cases, upon the most rigid inquiry, could any blame be attached to the persons in charge of the trains.

There have been transported on the road, during the year, two hundred and thirty eight thousand nine hundred and one and a-half passengers, exclusive of commuters, and those who ride free.

The following statement shows the number of passengers carried between the different stations therein named.

Between Newark and Orange,	81,404
" " South Orange,	8,833½
" " Stone House,	2,870
" " Milville,	15,575½
" " Summit,	5,565
" " Chatham,	5,398½
" " Madison,	14,230½
" " Morristown,	41,303½
" " Morris Plains,	1,783½
" " Denville,	6,480½
" " Rockaway,	4,965½
" " Dover,	22,762½
Way passengers,	27,719
	<hr/>
	238,901½
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The passenger trains have run,	64,138 miles.
" freight " "	22,910 "
" gravel " "	5,050 "
	<hr/>
Total,	92,098 miles.
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JOEL W. CONDIT,

Vice-President.

BEACH VANDERPOOL,

Treasurer.

NEW JERSEY, ESSEX COUNTY, ss.

Be it remembered, that on this twenty-fourth day of January, A.D. eighteen hundred and fifty-four, before me, Aram G. Sayre, one of the Masters in the Court of Chancery, of New Jersey, personally appeared Joel W. Condit, Vice-President, and Beach Vanderpool, Treasurer of the Morris and Essex Railroad Company, who, being by me severally duly sworn on their several oaths, do say that the written Report, by them subscribed, is a just and true report of matters and things therein contained, according to the best of their knowledge and belief.

JOEL W. CONDIT,
BEACH VANDERPOOL.

Sworn and subscribed before me this 24th day of January, 1854.

ARAM G. SAYRE,
M. C. C.

STATEMENT

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

JANUARY 1, 1854.

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY.

IN obedience to an Act, entitled, "An Act respecting Annual Reports to the Legislature, of Railroad and other Companies," passed February 24th, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st January, 1854:—

Capital stock paid in,	\$1,611,090 00
Mortgage bonds,	1,500,000 00
Other indebtedness,	132,259 15
	<hr/>
	\$3,243,349 15
Cost of railroad, April 1,	2,379,886 64
Second track and sidings,	111,968 65
Station houses, shops, &c.,	94,532 58
Engines,	105,730 00
Cars,	159,564 64
Ferry interest and boats,	192,837 14
Land and work at Elizabethport,	67,349 52
Wood, coal, and materials on hand,	26,000 00
Sundry accounts,	5,061 81
Balance of interest account,	2,226 63
Cash and cash items,	98,191 54
	<hr/>
	\$3,243,349 15

OPERATIONS DURING THE YEAR.

Receipts from capital stock, . . .	\$624,990 00	
“ sundry accounts, . . .	657 31	
“ earnings, . . .	349,018 04	
	<hr/>	\$974,665 35
Payments for railroad, . . .	44,387 29	
“ second track and sidings, . . .	111,968 65	
“ station-houses, shops, &c., . . .	30,247 61	
“ engines, . . .	31,900 00	
“ cars, . . .	50,890 00	
“ ferry interest and boats, . . .	52,837 14	
“ land and work at Elizabethport, . . .	20,405 99	
“ materials and sundry accounts, . . .	20,739 81	
“ bonds paid off, . . .	109,000 00	
“ reduction of indebtedness, . . .	37,163 75	
“ interest dividends, . . .	76,358 78	
“ interest on bonds, &c., . . .	102,470 91	
“ cash and cash items, . . .	88,666 16	
“ ordinary expenses, . . .	197,629 26	
	<hr/>	\$974,665 35

ORDINARY RECEIPTS.

Passengers, . . .	\$173,872 40	
Freight, . . .	163,023 58	
Mail, expenses, rents, &c., . . .	12,122 06	
	<hr/>	\$349,018 04

ORDINARY EXPENSES.

Running expenses, . . .	\$50,805 40	
Repairs of road, . . .	17,510 40	
Workshop account, . . .	27,297 58	
Expense account, . . .	6,448 16	
Miscellaneous expenses, . . .	11,149 91	
Wood consumed, . . .	35,448 25	
Coal “ . . .	10,851 98	
Ferry expenses, . . .	38,117 58	
	<hr/>	\$197,629 26
	<hr/>	
Balance net earnings, . . .		\$151,388 78

DIVIDENDS.

Two interest dividends at the rate of seven per cent. per annum have been paid to the stockholders, . . . \$76,358 78

ACCIDENTS FOR 1853.

March 25th. A collision occurred on this day, near Green's Mills, between a passenger train and locomotive engine running out of time. Matthias Johnston, baggage master, was killed, and John Purcills and George Seiple injured ; but not seriously.—L. Voorhees, conductor ; N. Wood and T. Parsons, engineers.

April 11th. Wilhelm Wagener was killed in Phillipsburg, by a train of cars running to the station after the engine had been detached. He was standing on the track looking at the engine, when the cars struck him. The wind was blowing very hard, and the brakeman could not warn him to get out of the way.—H. P. Baldwin, conductor ; George Martz, engineer.

July 27th. A gravel train ran over a hog, killing two of the hands, named Francis Dooley and Edward Bonney, and injuring William Ryan and Robin Beetle. The two latter have recovered and commenced work again.—William H. Goodale, conductor ; John Alpaugh, engineer.

December 2d. H. S. Fisler was killed at Elizabethtown by attempting to cross the track in front of the engine going from Elizabethport to that place. He stated no one was to blame except himself.—L. Voorhees, conductor ; J. S. Rockafeller, engineer. Conductors Voorhees, Baldwin and Goodale, and engineers Rockafeller and Alpaugh, are still in the employ of the Company.

JOHN T. JOHNSTON,

President.

Sworn and subscribed this 23d day of January, A.D. 1854, before me, William H. Icliff, and I do further hereby certify, that the said John T. Johnston, whose signature is to this statement annexed, is personally known to be the President of abovesaid Railroad Company, and that he signed the same as President for the use and purposes therein expressed.

WM. H. ICLIFF,

Master in Chancery.

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD COMPANY.

JANUARY, 1854.

THE Belvidere Delaware Railroad Company, pursuant to the requisitions of an Act of the Legislature of New Jersey, entitled, "An Act respecting Annual Reports to the Legislature, of Railroad and Canal Companies," approved February 24th, 1852; and a supplement thereto, entitled "A Supplement to An Act, entitled an Act respecting Annual Reports to the Legislature, of Railroad and Canal Companies," approved March 11th, 1853, hereby report,—

That their road is still in process of construction, and many of the requisitions of the Act, such as the costs of the road and equipments, &c., are, therefore, inapplicable to them. But in order to manifest their disposition, as far as possible, to comply with the Act, they hereby report all the information required by the Act applicable to the condition of their work.

The capital of the Company, by their charter, is \$500,000, with permission to increase to \$1,000,000, which has been done. The full amount of the capital has been subscribed partly by individuals, and partly by subscriptions on the part of the Camden and Amboy Railroad, and Delaware and Raritan Canal Companies, by authority and under resolutions of the Legislature of this State.

The Company have made a loan on their bonds of

\$1,000,000, secured by a mortgage on the works, to raise funds to enable them to complete the road to Belvidere. This is the only debt of the Company, with the exception of the ordinary open accounts necessary to a road in a state of construction, and bonds for small amounts executed to some of the land-owners from whom they purchased land.

The amount expended for the road and equipments is \$1,467,000.

In regard to the operations of the Company during the year, they have been using the road for conveyance of passengers and freight from Trenton to Milford during most of the year, and to Reigelsville since December 5, and have graded nine miles in addition, and laid rails on five miles of the same, and expect to open the road to Easton during the present month. The Company have partially graded fourteen miles from Easton to Belvidere.

The Company have made no dividends as yet, being prohibited from doing so by a joint resolution of the Legislature of this State, approved February 28th, 1849, until the whole line of the road is constructed and completed to Belvidere, in the county of Warren, under penalty of forfeiture of their charter.

They further report that the expenditures for working the said road, as far as it has been worked during the past year, including repairs, maintenance of way, motive power, contingencies, &c., are \$36,447 02, which sum includes the amount of _____, still on hand. The income of the road from passengers, freight, &c., has been fifty-two thousand dollars, as near as can yet be ascertained, the accounts for December not being yet entirely made out.

In further compliance with the Act, the following accidents are reported :—

On the 13th of July last, after the evening up-train had discharged its passengers at Lambertville, and was moving from the station to the engine-house, Richard W. Niece,

about thirteen years old, a son of one of the men employed in the shops (and then on the train), in attempting to jump on the train, fell, and had one of his feet severely hurt by a wheel striking it. He subsequently died by a fever induced by the wound. The boy's act, and even his presence in the enclosure, were against the rules of the Company, and he had kept out of sight before jumping. The engineer was R. C. Wolcott, to whom no blame could be attached. He is not now in the service of the Company.

On the 2d of August last, about sunset, as the gravel train, carrying a large number of laborers, was backing down to the station at Bull's Island, and after the steam was shut off, a cow suddenly jumped up from a hollow in which she was concealed, and running under the forward end of the first car, threw it off the track, and down an embankment, six or eight feet high. Three other cars followed down the bank. The action of the cow was so sudden that very few even on the foremost car saw her. The engineer, Zachariah T. Louche, was looking out along the train. At the moment he saw the first car leave the track, and anticipating, in an instant, the alarm signal by the brakeman, reversed his engine, and put on steam, and thus stopped the train in the shortest possible time. The following persons, all laborers on the work, and all natives of Ireland, were killed: Matthew Malone, Michael Caven, John Irving, Patrick Coffee, Jeremiah Leary, John Dignan, Michael McGetrick, Bartholomew Sheehan, Thomas Manan, Michael Dalton, and John Convoy. James Dignan had his leg badly broken, and afterwards died of the wound. Thomas Orian and Philip Mullany had each a leg broken. Patrick Quindlin had his wrist fractured. Arthur Mack had a rib broken. Michael Alwell, William Heffernan, James Helping, James Burns, Patrick Haley, John Lynch, had their collar bones fractured or dislocated. About a dozen other persons had slight cuts or bruises.

George Ely had charge of the train, and Zack F. La Roche

was engineer. Both are retained in the service of the Company, as no blame could be attached to either of them.

CHARLES SITGREAVES,
President of the Belvidere Delaware Railroad Company.

NEW JERSEY, ss.

Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath, saith, that he verily believes the statements made in the foregoing Report to be true.

CHAS. SITGREAVES.

Sworn and subscribed this 17th January, 1854, before me,

THOS. W. MULFORD,
M. C.

REPORT

OF THE

MOUNT HOLLY AND BURLINGTON RAILROAD COMPANY.

JANUARY, 1854.

STATEMENT and Report made to the Legislature of the State of New Jersey, by the Burlington and Mount Holly Railroad and Transportation Company, in accordance with the provisions of the Charter of the said Company, and an Act of the Legislature of the said State, entitled, "An Act respecting Annual Reports to the Legislature, of Railroad and Canal Companies," approved February 24th, A.D. 1852, and the supplement thereto.

The capital stock paid in on 2,800 shares of	
stock,	\$70,000 00
Mortgaged bonds,	20,000 00
Borrowed from the earnings of the road appropriated to construction accounts,	9,551 20
	<hr/>
	\$99,551 20
	<hr/>

The cost of the road and buildings, wharf depot, &c., up to the 1st of January, 1854,	\$86,708 69
Locomotives and cars,	12,842 51
	<hr/>
	\$99,551 20
	<hr/>

N.B. The above statement includes the cost of the road, with the exception of a quantity of iron in temporary use.

**A STATEMENT OF THE RECEIPTS AND EXPENDITURES OF THE
RUNNING OF THE ROAD AND REPAIRS, FROM 1ST JANUARY,
1853, TO THE 1ST OF JANUARY, 1854.**

Received from passengers' travel (from 1st of			
Dec., 1852, to 1st of Dec., 1853),	.	.	\$12,365 26
Received from freight,	do.	.	3,559 40
" rent of stables,	do.	.	80 00
" gravel and marl sold,	do.	.	17 75
" carrying U. S. mail,	do.	.	300 00
" interest on money loaned on call,	do.	.	244 83
			<hr/>
			\$16,567 24
			<hr/>

DISBURSEMENTS, AS FOLLOWS :

For wood,	.	.	.	.	.	\$1,815 82
Salaries of superintendent, engineers and others,	.	.	.	.	.	2,826 64
Repairs of the road, cross ties, spikes, &c.,	.	.	.	.	.	3,353 61
For labor repairing the road,	.	.	.	.	.	2,645 05
Miscellaneous expenses,	.	.	.	.	.	777 43
Repairing locomotives and cars,	.	.	.	.	.	1,577 94
Oil and water,	.	.	.	.	.	247 75
Printing and stationery,	.	.	.	.	.	143 92
Ferriages at Camden,	.	.	.	.	.	380 83
Interest on Company's bonds,	.	.	.	.	.	1,200 00
Nett earnings,	.	.	.	.	.	1,598 25
						<hr/>
						\$16,567 24
						<hr/>

In the course of the year, commencing with the 1st day of January, 1853, and ending with the 31st of December, 1853, a single accident, and that not of a serious nature, has occurred upon the road of the said Company. On the day of last, as a train was running in from Burlington, the locomotive ran off the track, and a passenger car attached was thrown upon its side. Some persons upon the train at the time were slightly injured, but no lives lost or limbs broken. Among the persons injured were Jos.

Beatty, a passenger, Schuyler Richardson, and Joseph Havens, the two last of whom were agents of the said Company. A few others, whose names are not now known, also received trifling injuries.

The accident, it is supposed, was occasioned by the opening or spreading of the rails.

At the time of this occurrence, the train was under the charge and management of Schuyler Richardson and Jno. Weist, the former acting as conductor, and the latter as engineer. No blame appearing to attach either to the conductor or engineer in connexion with the said accident, they were continued by the said Company in their respective stations, and are still retained in its employ.

So far as is known, this is the only accident that has ever occurred upon the road since its opening on the 20th of June, 1849, by which a single passenger has ever received the slightest injury.

A STATEMENT OF THE RECEIPTS AND EXPENDITURES IN RUNNING THE ROAD FROM THE COMMENCEMENT, THE 20TH OF JUNE, 1849, TO JANUARY 1st, 1854.

Received from passenger travel (up to Dec. 1, 1853),	\$51,588 40
“ freight, do.	11,198 39
“ rent of stables, &c., do.	403 91
“ carrying U. S. Mail, do.	948 91
“ interest on temporary loans, do.	454 83
“ amount paid on forfeited stock, do.	170 00
	<hr/>
	\$64,764 44
	<hr/>

DISBURSEMENTS.

Repairing road, cross ties, spikes, labor, &c.,	\$12,151 66
Wood, oil, and water,	8,550 79
Salaries and incidental expenses,	16,900 95
Repairing locomotives and cars,	3,982 54
Printing, stationery, &c.,	349 07

Ferriages at Camden,	\$2,010 89
Dividends,	4,606 00
Loaned to construction account,	9,551 20
Loaned on interest subject to call,	2,000 00
Interest paid on Company's bonds,	3,953 00
Balance in the treasury,	708 34
	<hr/>
	\$64,764 44
	<hr/>

STATE OF NEW JERSEY, BURLINGTON COUNTY.

Charles Bispham, being duly sworn according to law, on his oath, says, that he is the President of the Burlington and Mount Holly Railroad and Transportation Company, and that the foregoing statement and Report is in all respects just and true, according to the best of his knowledge and belief.

CHAS. BISPHAM.

Sworn and subscribed this 31st day of December, A.D. 1853, before me.

JOS. B. OLIPHANT,
M. C. C.

REPORT

OF THE

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY.

THE Freehold and Jamesburg Agricultural Railroad Company, pursuant to the requisitions of an Act of the Legislature of New Jersey, entitled "An Act respecting Annual Reports to the Legislature, of Railroads and Canal Companies," approved February 24th, 1852, and a supplement thereto, entitled "A Supplement to an Act, entitled 'An Act, respecting Annual Reports to the Legislature, of Railroads and Canal Companies,' " approved March 11th, 1853,

Hereby report, that the road authorized by the charter, not being completed, many of the requisitions of the Act, such as the costs of the road, equipments, &c., are inapplicable to them, but in order to comply as far as possible with the requisitions of the Act, they report all the information required by the same, as far as applicable to the state of progress, and condition of their works.

The capital of the Company is three hundred thousand dollars. The book of subscription shows the stock subscribed for, to the amount of one hundred and thirty-seven thousand nine hundred dollars. On which amount the instalments are now in the course of collection; the whole amount having been called in by resolution of the Board, payable monthly as authorized by the charter.

The Company have no funded or other debts, except small open accounts, necessarily incident to the running and construction of the road.

In regard to the operations of the Company during the year, they have completed that portion of the road between Jamesburg and Freehold, and commenced using a portion of it, on the fifth day of July, eighteen hundred and fifty-three, and have made surveys on the anticipated route of the road to other points.

The Company have made no dividends during the past year.

In further compliance with the said Act, they report that the expenditures for making the said road as far as it has been in operation, including repairs, maintenance of way, motive power, contingencies, &c., as far as computed, have been about two thousand seven hundred and twenty-one dollars and ninety-three cents. And that the income or earnings of the road from passengers, freight, and other sources, as far as ascertained, have been about six thousand dollars and ninety-three cents.

In conclusion, the Company report, that during the time the road has been in use, they are not aware that any accidents have occurred thereon.

W. D. DAVIS,
President.

Trenton, Jan. 24th, A.D. 1854.

STATE OF NEW JERSEY, ss.

William D. Davis, President of "The Freehold and Jamesburg Agricultural Railroad Company," being duly sworn, on his oath saith, the facts and statements contained in the above report are true, as he verily believes.

W. D. DAVIS.

Sworn and subscribed January 24th, A.D. 1854, before me,

CHARLES SITGREAVES,
A Master in Chancery.

REPORT
OF THE
SUSSEX MINE RAILROAD COMPANY.

JANUARY, 1854.

OFFICE OF THE SUSSEX RAILROAD COMPANY,
January, 25th, 1854.

T. S. ALLISON, Esq.,
Secretary of State of New Jersey.

SIR,—I beg leave to inform you, that this Company are earnestly engaged in constructing their Railroad from Waterloo to Newton, but that it is not yet sufficiently completed to enable the Company to make the report required by the statute. It is now certain that the road will be in operation during the present year, and that the Company will be enabled to submit the required statement in January next.

I have the honor to be, with great respect,

Your obedient servant,

ABRAM S. HEURLD,

Secretary and Treasurer.

REPORT

OF THE

MORRIS CANAL AND BANKING COMPANY,

MADE TO THE LEGISLATURE OF NEW JERSEY, IN COMPLIANCE
WITH THE LAW OF 1852 AND SUPPLEMENT.

Capital stock paid in,	\$1,759,000 00
Funded and other debts,	473,067 02
Cost of the canal and appurtenances,	2,221,372 92
Repairs in 1853,	44,426 02
Navigation, lock and plane tending, &c.,	22,895 75
Superintendence and management,	16,315 89
Income from passengers, freight, and other sources,	190,441 98
Dividend, paid in cash,	66,390 10

STATE OF NEW JERSEY, HUDSON COUNTY, ss.

Ephraim Marsh, being duly sworn before me, on his oath saith, he is the President of the Morris Canal and Banking Company, and that the foregoing statement is in all things true, and further saith not.

EPHRAIM MARSH.

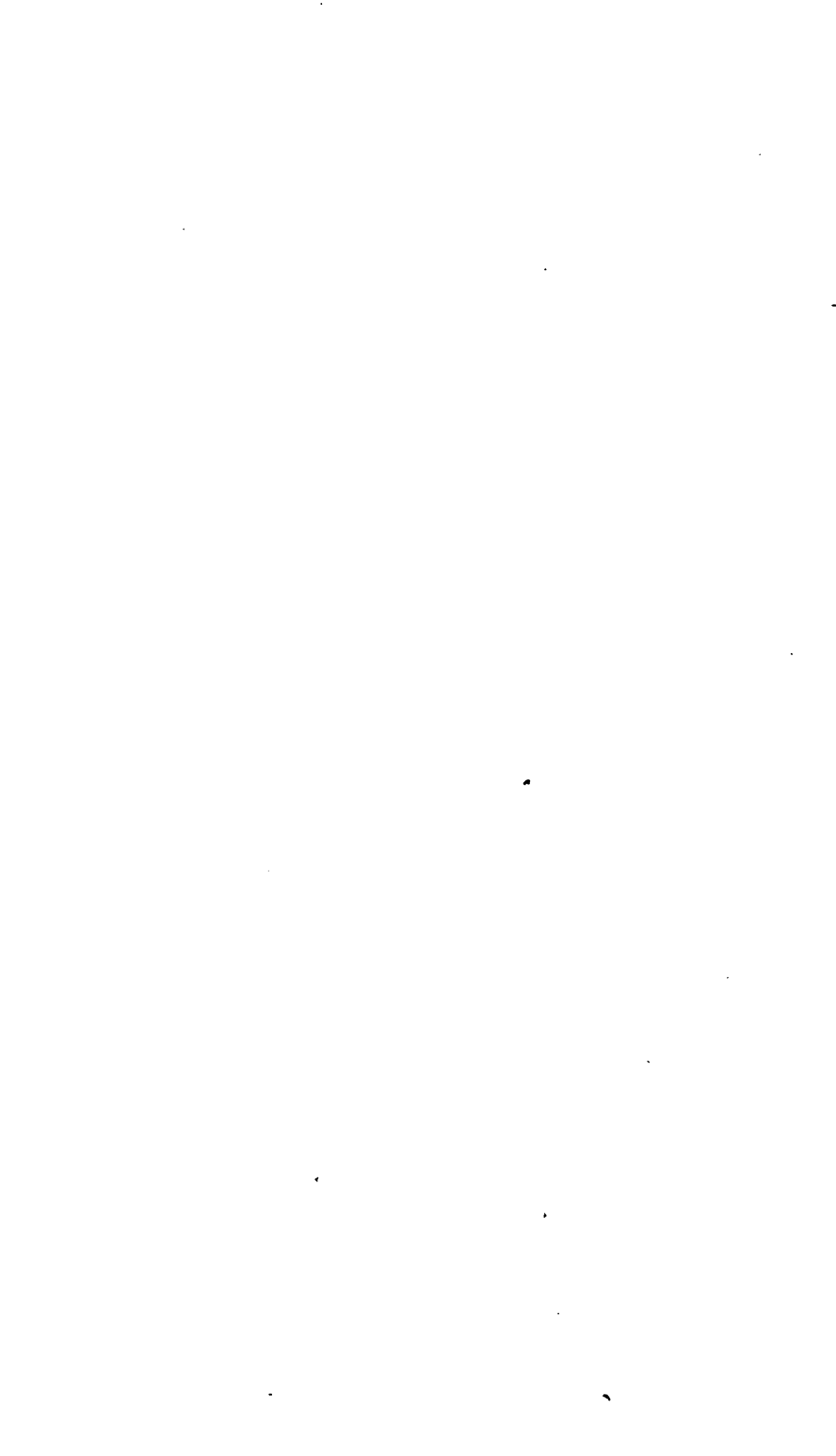
Sworn and subscribed before me, February 4, 1854.

JAMES S. NEVINS,

Master in Chancery.



The following returns having been filed with the Treasurer, instead of the Secretary of State, and previously reported to the Senate, were ordered by the Senate to be printed, in connexion with the foregoing Report.



RETURN OF ACCIDENTS
OF THE
PATERSON AND HUDSON RIVER RAILROAD,
FOR THE YEAR ENDING SEPTEMBER 30, 1853.

THE following accidents have occurred on the Paterson and Hudson River Railroad, during the year ending September 30th, 1853.

May 9th. Farrell O'Garra and J. H. Van Vleet, Brakesmen, each had both legs broken in the collision near Bergen, between the Day Express passenger train and Emigrant Train, and died the next day.

May 9th. H. J. Griffin, Brakesman, also had his leg broken at the same time. The verdict of the coroner's jury charged Mr. H. N. Green, the Company's agent at Jersey City, with neglect of duty in not delivering time tables to the conductor of the emigrant train, by which he would be advised of the change of time of his train, and in consequence of which neglect, the collision occurred. Mr. Green was therefore dismissed from the service of the Company. W. G. Gale, was conductor, and T. Blakely, engineer, of the emigrant train; and S. Geer, was conductor, and Charles Frazier, engineer, of the express train: all of whom were retained in the service of the Company.

May 16th. John Collins, a boy of about ten years of age, while playing upon the cars at Paterson Junction, as trains were being made up, fell between two cars, was run over and killed.

July 1st. Francis Cosgrove, a boy about nine years old, while playing upon the track at Jersey City, was run over by the Cincinnati express train, and killed.

July 23d. Thos. Fitzpatrick, laborer, on gravel train, while riding on a flat car through Passaic bridge, was caught between the car and bridge and killed.

Aug. 4th. Cornelius Lines, laborer, on gravel train, while watching said train on one track, near Boiling Spring, was struck by Paterson passenger train on another track, and was seriously injured.

September 26th. John Kennedy, laborer, on iron train, was riding on said train near Boiling Spring, when a bar of iron pulled from the car, one end of it striking him upon the head, and killing him instantly.

The New York and Erie Railroad Company have operated during the past year the roads of the Paterson and Hudson River Railroad Company, and of the Paterson and Ramapo Railroad Company, under leases made by said companies in connexion with the Erie Railroad, and have repaired and maintained said roads, and furnished all the motive power used thereon; and the particulars of such operations, and expenditures have been kept as part of the general accounts of the Company, and cannot be more particularly specified by them, as applicable exclusively to said roads.

CITY AND COUNTY OF NEW YORK, ss.

Homer Ramsdell, President of the New York and Erie Railroad Company, being duly sworn, on his oath saith, that the above report is true and correct, according to the best of his knowledge and belief.

HOMER RAMSDELL,

President.

Sworn to before me, February 2d, 1854.

E. H. BROWN,

Commissioner of Deeds.

REPORT

OF THE

PATERSON AND RAMAPO RAILROAD COMPANY,

UP TO THE FIRST TUESDAY OF JANUARY, A.D. 1854.

Capital stock actually paid in,	\$248,225 00
Amount of funded debts,	100,000 00
Amount of other debts (unsettled), about	4,000 00
Cost of road and equipments,	350,000 00
Income, rent from Erie Railroad Company,	26,500 00
Amount of dividends paid from earnings, three per cent.,	7,440 00
Expenditures for contingencies, taxes, debts, interest, &c.,	6,285 00
Interest on bonds, \$100,000, seven per cent.,	7,000 00

The said Company cannot report any other matters required by the Act of February 24th, 1852, as their road has been leased to the Union Railroad Company, from the fifteenth day of September, 1852, for and during the existence of the charter of this Company, at the yearly rent of twenty-six thousand five hundred dollars, payable on the first days of January and July in each year; which lease was assigned by the Union Railroad Company to the New York and Erie Railroad Company, the latter Company guaranteeing the payment of said rents, which Company have since that time run and operated the Paterson and Ramapo road, in connexion

with and as a part of the New York and Erie Railroad, receiving all profits, and having entire control of the same.

NEW JERSEY, ss.

Gouverneur Morris, being duly sworn, on his oath saith, that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing Report is true, to the best of his knowledge and belief.

GOUVERNEUR MORRIS.

Sworn and subscribed January 4th, 1854, before me.

WILLIAM GLEDHILL,

Master in Chancery, N. J.

ANNUAL REPORTS

OF

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY.

1855.

Printed for 1854

READ AND ORDERED TO BE PRINTED.

NEW BRUNSWICK:
PRINTED AT THE "FREDONIAN" OFFICE.

1855.



SECRETARY'S OFFICE,
TRENTON, February 6, 1855. }

TO THE HONORABLE THE SENATE AND

HOUSE OF ASSEMBLY OF NEW JERSEY :

GENTLEMEN:—The supplement to the act entitled “An act respecting annual reports to the legislature, of railroad and canal companies,” approved March 11th, 1853, enacts, that the reports provided to be made to the legislature by railroad and canal companies, pursuant to the requirements of an act entitled “An act respecting annual reports to the legislature of railroad and canal companies,” shall, hereafter, be made out, signed and attested, as provided for in the act to which this is a supplement, on or before the first Tuesday of January of each and every year, and shall, forthwith, be transmitted to the secretary of state, who shall file the same in his office, there to remain of record ; and that copies of the said reports shall be made out by the said secretary, and transmitted to the legislature on the first Tuesday of February of each year.

In compliance with the foregoing requirements, reports have been made to me from the following companies, copies of which I have the honor herewith to submit, viz :

1. From the Delaware and Raritan Canal, and Camden and Amboy Railroad Joint Companies.
2. From the New Jersey Railroad and Transportation Company.
3. From the Central Railroad Company.
4. From the Morris and Essex Railroad Company.
5. From the Belvidere Delaware Railroad Company.

6. From the Paterson and Ramapo Railroad Company.
7. From the Paterson and Hudson River Railroad Company.
8. From the Burlington and Mount Holly Railroad Company.
9. From the Warren Railroad Company.
10. From the Flemington Railroad Company.
11. From the Freehold and Jamesburg Agricultural Railroad Company.
12. From the Sussex Railroad Company.
13. From the Millstone and New Brunswick Railroad Company.

The Camden and Atlantic Railroad Company, and the Morris Canal and Banking Company, have made no report to this office.

I have the honor to be, with great respect, your obedient servant,

THOS. S. ALLISON,
Secretary of State.

REPORT

OF THE

JOINT CAMDEN AND AMBOY RAILROAD AND DELAWARE AND
RARITAN CANAL COMPANIES.

JANUARY, 1855:

In compliance with the act of the legislature of the state of New Jersey, approved the twenty-fourth day of February, 1852, the Delaware and Raritan Canal, and the Camden and Amboy Railroad and Transportation Companies, make the following report:—

1st. The capital stock paid in the Camden and
Amboy Railroad and Transportation Company, \$1,500,000
The capital stock paid in, of the Delaware and
Raritan Canal Company, 1,500,000

Joint capital stock, \$3,000,000

2d. The funded debts for the above com-

panies are a loan at 6 cent. interest,	\$800,000
“ 5 “ “	£210,000 sterling.
“ 6 “ “	£225,000
“ 6 “ “	\$367,000
“ “ “ “	800,000
“ “ “ “	1,700,000

Also a loan of \$2,500,000, authorised by the stockholders, of which only have been negotiated, \$80,000.

In addition to the above, there has been issued a loan for

£185,000 sterling, for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollars bonds, at \$4 80 per pound sterling, bearing interest at 5 per cent. per annum.

Also for subscription to Belvidere Delaware Railroad, Freehold and Jamesburg Railroad, and Flemington Railroad Companies, \$1,175,000, bearing an interest of six per cent. per annum.

3d. Cost of the Camden and Amboy Railroad, and equipments,	\$4,763,184 58
Cost of the Delaware and Raritan Canal, and appurtenances,	3,707,915 90

4th. The receipts of the Camden and Amboy Railroad, and Transportation Company, for the twelve months ending the 31st day of December, 1854,	1,682,486 23
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And the expenses of the Camden and Amboy Railroad, and Transportation Company for the same period, for working the road, inclu- ding repairs, maintenance of way, motive power, contingencies, steamboats and tugs,	1,130,029 10
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Leaving as nett earnings,	<u>\$552,457 13</u>
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5th. Dividends have been paid in cash during the past year, of twelve per cent. on the capital stock of the joint companies.

6th. The receipts of the Delaware and Raritan Canal Company, for the twelve months end- ing the 31st day of December, 1854,	474,940 39
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The expenses of the Delaware and Raritan Canal Company, for the same period inclu- ding repairs, superintendence and management, transit duty,	171,753 98
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Leaving nett earnings,	<u>\$303,186 41</u>
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Accidents that have occurred on the Camden and Amboy Railroad and branches, during the year 1854.

On the eighteenth of March, Mr. D. Wright, a resident of Kensington, Pa., then employed as a boatman, was struck by an engine between Bordentown and Trenton, and slightly bruised. He would not heed the sound of the whistle, and the train could not be stopped in time to prevent accident.

George Scott was the driver, and Wm. Cowls conductor; neither were discharged.

On the twentieth of March, an engine attached to the 2 P. M. express train, when near the fish house, struck an aged man, named Watts. He was walking on the track, and every effort was made to induce him to get of the way, and also to stop the train.

John R. Graham was conductor, and Isaac Davis engine driver; both retained in service.

On the twenty-ninth of May, Tobias Howell, a fireman, in the employ of the company, had one of his feet badly bruised. The locomotive, when near Trenton, accidentally ran off the track, and caught his foot between the engine and tender.

Isaac C. Nostrand, was conductor, and Albert Hueston driver; both still in service.

On the fifth of July, a brakeman by the name of James Goble, employed on the 2 P. M. train from Philadelphia, while out of his proper place, came in contact with a gate post near Bordentown, and was seriously but not dangerously bruised.

John A. Conover was conductor, and John Sexton, engine driver; neither of them were discharged.

About five o'clock in the morning of July 13th, near Baker's Basin, Aaron Bennett, a bridge tender, in the employ of the Delaware and Raritan Canal Company, stepped on the railroad track immediately in front of the engine, as the train was passing, and was almost instantly killed.

Thomas D. Shreve, conductor, and Richard B. Duncan, engine driver; both retained in service.

On the morning of July 30th, the body of Jacob Davis, a man of intemperate habits, was found upon the railroad track near Centreville. The justice of the peace, who was called to view and take charge of the body, after sufficient investigation, expressed the opinion, "that said Davis came to his death by having been run over by the cars on the Camden and Amboy Railroad, and that no guilt could attach to any," and gave up the body to the father of deceased, for interment.

The names of the conductor and driver could not be ascertained, as several trains had passed during the night.

On the twenty-fifth of August, Jeremiah Flummerfelt had his foot and back slightly injured by a train backing into the freight house, at Trenton.

William Cowls, conductor, and Joseph Troute, engine driver; both retained.

On the twenty-sixth of September, Michael Campbell, a boatman on the canal, stepped on the track, a few feet in front of an advancing train, near Taylor's bridge, he was struck by the engine and severely but not fatally injured.

Wm. Cowls, conductor, and Joseph Troute, engine driver; both retained in service.

On the second of October, William Spader, a brakeman, had his arm broken between two cars, at Bordentown, while attempting to connect them.

Joseph Capner, conductor, and John W. Thompson, engine driver; neither of whom were discharged.

On the thirteenth of November, Andrew Disbrow, a brakeman, on the 6 A. M. line from Philadelphia, while out of his place, came in contact with a brace of a bridge near Newtown, and was thrown from the train; one hip was broken, and otherwise injured.

John K. Graham, conductor, and John Woodward, engine driver; both retained in service.

STATE OF NEW JERSEY, ss.

Before me, James S. Green, one of the Masters in the Court of Chancery, in said state, personally appeared Robert L. Stevens, president of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to his best knowledge and belief.

ROBERT L. STEVENS,

President Camden and Amboy Railroad Company.

Sworn and subscribed before me, at Bordentown, this eleventh day of January, 1855.

JAMES S. GREEN, M. C.

STATE OF NEW JERSEY, ss.

Before me, James S. Green, one of the Masters of the Court of Chancery of the state of New Jersey, personally appeared Robert F. Stockton, president of the Delaware and Raritan Canal Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true, according to his best knowledge and belief.

ROBERT F. STOCKTON,

President Delaware and Raritan Canal Company.

Sworn and subscribed before me, at Bordentown, this eleventh day of January, 1855.

JAMES S. GREEN, M. C.

ANNUAL REPORT

OF THE

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY,

TO THE LEGISLATURE OF NEW JERSEY FOR THE YEAR EIGHTEEN HUNDRED
AND FIFTY-FOUR.

OFFICE OF THE NEW JERSEY R. R. & T. Co., }
NEW YORK, January 20, 1855. }

In obedience to the act passed February 24, 1852, entitled
“an act respecting annual reports to the legislature of the
railroads and other companies,” the New Jersey Railroad and
Transportation Company present the within report:—

Capital stock paid in,	\$3,253,925.00
Funded debt, (including \$485,- 000, the cost of property and privileges, purchased of the Jersey Associates,)	690,000 00
Floating debt, embracing re- ceipts for other roads, and balances of every descrip- tion, due first January, 1855, about \$70,000 of which has been since paid,	108,596.95
Profit and loss being surplus earnings, expended in the construction of the road, and in payment for the property stated below,	91,187.46
Dividend first January, paya- ble first February, 1855,	162,628.75
	————— \$4,306,338.16

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructure, iron, passenger and freight sta- tions, buildings and fixtures, engineering, land and land damages, and railroad iron on hand,	\$3,007,165.17
Locomotives, tenders, and snow plows,	106,247.34
Cars—passenger, freight and baggage,	126,180.00

Property, viz :

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fix- tures, (including the property and privileges purchased of the Jersey Associates, for \$485,000,	968,585.03
Cash in bank, and cash items on demand,	98,160.62
	<hr/> \$4,306,338.16

Receipts and Expenses for the year 1854.

Receipts from passengers,	\$653,192.00
“ “ freight,	73,116.40
“ “ U. S. Mail, rents and other sources,	97,724.53
	<hr/> \$824,032.93

Expenses.

Maintaining road, bridges and buildings,	\$63,308.97	
Repairs, locomotives, cars and machinery,	36,178.91	
Fuel—cost and labor in preparing,	79,000.70	
Operating the road, and transporting passengers and freight,	196,724.74	
Office expenses, salaries and contingencies,	8,371.89	
	<hr/>	\$383,585.21
		<hr/>
		\$440,447.72
Interest on bonds,	37,580.00	
Transit duty on passengers and freight,	17,519.85	
Tax on capital stock,	15,009.81	
Dividends in cash, August and February,	300,126.25	
Profit and loss,	70,211.81	
	<hr/>	\$440,447.72

OPERATIONS OF THE COMPANY FOR THE YEAR EIGHTEEN
HUNDRED AND FIFTY-FOUR.

The number of passengers, and tons of goods, wares and merchandise, transported during the year 1854.

PASSENGERS

Passing over the whole line of the road,	280,327½
“ between Jersey City and Newark,	1,290,329
“ “ “ “ Elizabethtown,	109,794½
“ “ “ “ Rahway,	72,698½

Passing between Jersey City, Uniontown and Metuchin,	9,557½
Passing between Jersey City and New Brunswick,	83,117½
Passing between all intermediate places,	585,891
Total—Two million four hundred and thirty-three thousand, seven hundred and fifteen and one half.	2,433,715½

GOODS, WARES AND MERCHANDISE.

Passing over the whole line of the road, (tons)	1,871½
“ between Jersey City and Newark,	30,095
“ “ “ “ Elizabethtown,	3,419
“ “ “ “ Rahway,	5,413
“ “ “ “ New Brunswick,	11,145
Passing between all intermediate places,	4,976
Total—Fifty-six thousand, nine hundred and nineteen and one quarter.	56,919½
Number of miles run by passenger and other trains,	355,656

H. J. SOUTHMAYD, Treasurer.

W. A. WHITEHEAD, Secretary.

STATE OF NEW JERSEY, ss.

John S. Darcy, president of the New Jersey Railroad and Transportation Company, being duly sworn on his oath, saith that the statements made in the foregoing report, together with the annexed list of accidents, are true to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me, this twentieth day of January, 1855.

JOHN P. JACKSON, *Mastery in Chancery.*

Accidents that have occurred during the year eighteen hundred and fifty-four, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured and the extent of their injuries; also the names of the engineers and

conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the company:—

January 7.—Robert Colvert, a brakeman on the 2 P. M. train from New Brunswick, while adjusting the bell rope on the top of the cars, was struck by the timbers of the draw of the Passaic bridge; received a severe wound on the head; recovered, and continued for some time in the employ of the company.

January 17.—A German, named Theodore Leluff, jumped from the Philadelphia "owl line," while under way, in the depot of Jersey City; one leg was crushed above the knee; his head was also bruised; he was taken to the N. Y. Hospital, and died. J. Fernald, conductor, John Campbell, engineer; still in the employ of the company.

January 17.—A man named Hugh Gleason, of Newark, was killed near the Market street depot, while attempting to cross the track in front of the engine of the 6 P. M. train. J. Counseller, conductor, Thomas Hummell, engineer; still in the employ of the company.

February 3.—A boy named Brady, while attempting to cross the track near Jersey City, in front of an engine, was struck by the pilot, and slightly injured in the head; he recovered. N. B. De Hart, conductor, John Campbell, engineer; still in the employ of the company.

March 15.—A man named Richard Connor, aged about sixty years, having climbed up the embankment, attempted to cross the track in front of the engine near the starch factory, Jersey City, was struck by the pilot, and seriously injured; he died a few days after. F. Frasee, conductor, J. E. Hutton, engineer.

March 20.—A lady, name unknown, jumped from the car at East Newark, while the train was in motion, very slightly injuring her face and nose. Nothing heard of her afterwards. Wm. L. Ross, conductor; still in the employ of the company.

March 25.—A very little girl, named Dawson, attempted to

run across the track, in front of a train near Warren street, Jersey City, was knocked down and slightly injured. N. B. De Hart, conductor, Wm. Gordon, engineer; still in the employ of the company.

April 7.—A child, about two years old, of Mr. Samuel Hedden, between Elizabethtown and Rahway, was killed by the Philadelphia train while playing on the track. The child was so small as to be scarcely perceptible by the engineer, until too late to save it. Isaac S. Frazee, conductor, John Campbell, engineer; still in the employ of the company.

April 19.—A man named Charles Hill, of Philadelphia, while attempting to get on a train at Newark, under way, fell under the train and was seriously injured. He was intoxicated. He died the same evening. J. Counseller, conductor, Henry Hummell, engineer; still in the employ of the company.

May 11.—A child, about six years old, while playing on the track near Walnut street, Newark, was knocked down by the tender of the engine and slightly injured; recovered. Henry Hummell, engineer; still in the employ of the company.

May 11.—A laboring man, in the employ of the company, named John O'Bryon, fell from the gravel train at Metuchen, and was killed. John Dennis, conductor; still in the employ of the company.

May 16.—A man named Thomas Godber, a milkman, while attempting to cross the track in front of an approaching train, though in full sight, as admitted by him, on the railroad avenue, at Newark, with his wagon, he was thrown out and injured. John Deveny, engineer, C. F. R. Moore, conductor; still in the employ of the company.

May 27.—A woman named Shipley was struck by an engine near the canal bridge, Newark, and injured. She was intoxicated, and died afterwards. William L. Ross, conductor, Charles Frazee, engineer; still in the employ of the company.

July 19.—A boy named Dolen was struck by an engine near Jersey City, while running on the track. His leg was broken.

Recovered and doing well. Wm. 'L. Douglass, conductor, James R. Smith, engineer; still in the employ of the company.

July 31.—A man named Patrick Riley, in attempting to get on the train at Chestnut street depot, Newark, while under way, fell and slightly injured his legs by the brakes striking him. He had previously jumped off and on the cars several times between stations, while the train was in motion. O. F. R. Moore, conductor, J. Deveny, engineer; still in the employ of the company.

August 3.—A man named Henry Proofman, a German, stepped on the track directly in front of the engine of the freight train, and was seriously injured at East Newark; he died the next day. Charles F. R. Moore, conductor, John Deveny, engineer; still in the employ of the company.

August 5.—A man named Carr jumped from the Philadelphia train near the Chestnut street depot, (not a stopping place for this train;) was caught on the platform and instantly killed. William Coulter, conductor, Edward Frazee, engineer; still in the employ of the company.

August 31.—A boy, name unknown, jumped from the train at Newark, between Market and Chestnut street stations, while the train was in motion, and broke his arm. J. E. Cudliss, conductor, James Smith, engineer; still in the employ of the company.

October 13.—A man named Jones, of Brooklyn, had his leg broken in attempting to get on the cars at Centre street while in motion. His leg was amputated. Now doing well. N. B. De Hart, conductor, William Gordon, engineer; still in the employ of the company.

RECAPITULATION.

Passengers or others killed or injured while on the cars,	0
Employees injured on the road (slightly,)	1
Employees killed by falling off gravel train,	1

Passengers or others killed by jumping off or on the cars while in motion,	4
Passengers or others injured from jumping off or on the cars while in motion,	3
Passengers or others slightly injured from jumping off or on the cars while in motion,	2
Persons, not passengers, killed by walking on the track,	4
Persons, not passengers, injured walking on the track,	1
Persons, not passengers, slightly injured walking on the track,	4
Persons injured slightly attempting to drive across the track,	1
	<hr/>
	21
	<hr/>
Total killed, not on the cars,	9
“ injured, “ “ “ “	4
“ injured slightly, “	8
	<hr/>
	21

I certify the foregoing to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

JAMES W. WOODRUFF,
Assistant Superintendent.

January 8th, 1855.

REPORT

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY.

JANUARY 1, 1855.

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY :

In obedience to an act entitled "An act respecting annual reports to the legislature of railroad and other companies," passed February twenty-four, eighteen hundred and fifty-two, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the first of January, 1855:—

Capital stock,	\$2,000,000 00
Mortgage bonds,	1,500,000 00
Other indebtedness,	132,085 28
	<hr/>
	\$3,632,085 28

Cost of railroad April 1st,	
1853,	\$2,379,886 64
Expenditures since,	237,899 81
Land and work at Elizabeth-	
port,	90,502 15
Station houses and shops,	97,395 11
	<hr/>
	\$2,805,683 71
Engines,	115,417 05
Cars,	174,798 93
	<hr/>
	\$290,165 98

Ferry interest and boats,	189,650 00	
Miscellaneous property, wood and coal on hand, materials, &c.	60,472 87	
Sundry accounts,	76,250 00	
Renewals,	37,048 88	
Balance of interest account,	46,954 51	
	<hr/>	410,376 26
Cash and cash items,		125,859 33
		<hr/>
		\$3,632,085 28

OPERATIONS DURING THE YEAR.

Receipts from capital stock,	388,910 00	
“ “ Sundry accounts,	70,987 22	
“ “ Earnings,	378,145 33	
	<hr/>	\$838,042 55

PAYMENTS :

For railroad,	125,931 16	
Work done at Elizabethport,	23,152 63	
Station houses,	2,862 53	
Engines,	9,687 05	
Cars,	15,184 29	
Ferry interest and boats,	1,000 00	
Miscellaneous property and mate- rials,	29,411 06	
Sundry accounts,	74,372 00	
Bonds paid off,	16,000 00	
Reduction of indebtedness,	1,868 52	
Interest dividends,	117,172 76	
Interest on bonds, &c.	168,351 02	
Renewals,	37,048 88	
Ordinary expenses,	197,349 43	
Cash and cash items,	78,651 22	
	<hr/>	\$838,042 55

ORDINARY RECEIPTS.

Passengers,	\$181,318 29	
Freights,	187,688 22	
Mails, express, rents, &c.,	9,138 72	
	<hr/>	\$378,145 33

ORDINARY EXPENSES.

Running expenses,	\$57,545 16	
Wood consumed,	25,241 62	
Coal,	16,857 24	
Repairs of road,	26,024 28	
Cars, engines, &c.,	14,111 86	
Ferry expenses,	42,317 11	
Expense account,	8,581 21	
Miscellaneous expenses,	6,670 95	
	<hr/>	197,349 43
Balance net earnings,		\$180,795 90

DIVIDENDS.

Two interest dividends, at the rate of seven per cent per annum, have been paid to the stockholders,	\$117,172 76
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ACCIDENTS FOR EIGHTEEN HUNDRED AND FIFTY-FOUR.

August 12.—Patrick Smith, in attempting to get on a train of dirt cars, at Scotch Plains, while the train was moving rapidly, fell under the cars and was killed. He was badly intoxicated at the time, and had, until that day, been in the employment of the company. Michael White, engineer; James Lynch, conductor.

August 22.—John C. Offerman, had his arm broken near Elizabethtown station, by coming in contact with something

unknown, outside of the window of the car. S. Rockafeller, engineer; Luther Voorhees, conductor.

September 4.—Michael Darren, in attempting to pass from one loaded dirt car to another, while the train was in motion, fell between the cars and was killed. He had arrived in this country but a few days previous, and was in the employment of the company. Michael White, engineer; James Lynch, conductor.

March.—Joshua Landers, in attempting to get on the passenger train from Easton, at the Plainfield station, after the cars were in rapid motion, fell between the platforms, and was so much injured that he died a few days afterwards. John Alpaugh, engineer, T. P. Hill, conductor.

July.—A man supposed to be crazy passed from the one track to the other near the Catharine street station at Elizabethtown immediately in front of the engine of a train moving rapidly, and was instantly killed. Ralph Hendershot, engineer, T. P. Hill, conductor.

The last two accidents are reported from the best information that can be obtained, the superintendent of the road during the first six months of the year, having deceased. No memorandum of other accidents is found, and none are believed to have occurred.

October 10.—Catharine Woburn, a German woman, in attempting to get off the cars at Plainfield station, before they had stopped, fell between the cars and had her foot considerably injured. H. P. Baldwin, conductor, P. M. Decamp, engineer.

Conductors Lynch, Voorhees, Hill and Baldwin, and engineers White, Rockafeller, Alpaugh and Decamp are still in the employ of the company.

JOHN T. JOHNSTON,
President.

STATE OF NEW JERSEY, ss.

John T. Johnston, President of the Central Railroad Company of New Jersey, being duly sworn, on his oath, saith, that

the statements made in the foregoing report are true, to the best of his knowledge and belief.

JNO. T. JOHNSTON.

Being conscientious of swearing upon the Bible, deponent, on this eighteenth day of January, A. D., eighteen hundred and fifty-five, was affirmed on the aforesaid affidavit before me.

WM. H. JELLIFF,
Master in Chancery.

ANNUAL REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY,

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY,

SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF JANUARY,
1864, AND THE OPERATIONS OF THE COMPANY FOR THE YEAR 1864.

Capital stock,	\$1,155,715 00
Funded debt,	288,000 00
Floating debt,	63,500 00
Contingent fund,	170,482 83
	<hr/>
	\$1,677,697 83

Cost of road and its appen- dages,	\$1,549,621 68
Cash and bills receivable,	128,076 15
	<hr/>
	\$1,677,697 83

The above includes all indebtedness of the company, except wages due to hands for month of December last, and other items payable on presentation. There is also due to the company sundry accounts for the transportation of freight, mails, &c.

INCOME FROM PASSENGERS, FREIGHT AND OTHER SOURCES, DURING THE YEAR :

From passengers,	\$141,456 49
“ freight,	87,727 65
“ mails and sundries,	4,411 64
	<hr/>
	\$233,595 78

Paid for repairs, maintenance of way, motive power and contingencies,	\$123,861 03	
Interest chargeable against income, and debited to profit and loss,	10,355 30	
	<hr/>	134,216 33
		<hr/>
		\$99,379 45

DIVIDENDS.

Two semi-annual dividends have been made in the last year, payable in cash, amounting to sixty-eight thousand, six hundred and eighty-four dollars and seventy-five cents.

NUMBER OF PASSENGERS CARRIED.

There have been transported on the road during the year, two hundred and sixty-seven thousand two hundred and forty-one persons, exclusive of commuters and those who ride free. The following statement shows the number of passengers carried between the different stations:—

Between Newark and Orange,	82,613
“ “ “ South Orange,	11,053
“ “ “ Stone House,	2,994
“ “ “ Millburn,	14,656
“ “ “ Summit,	6,650
“ “ “ Chatham,	5,237
“ “ “ Madison,	16,323
“ “ “ Morristown,	40,196
“ “ “ Morris Plains,	1,898
“ “ “ Danville,	6,378
“ “ “ Rockaway,	5,817
“ “ “ Dover,	13,344
“ “ “ Drakesville,	2,025
“ “ “ Stanhope,	8,027
“ “ “ Waterloo,	1,985
“ “ “ Hackettstown,	8,654
Way Passengers,	39,391
	<hr/>
	267,241

NUMBER OF MILES RUN BY TRAINS.

The following shows the number of miles run by the trains of the company during the year:—

Passenger trains,	80,362
Freight “	32,500
Gravel “	9,390
	<hr/>
	122,252

Making the whole number of miles run by the different trains of the company one hundred and twenty-two thousand two hundred and fifty-two.

ACCIDENTS.

No accident or injury has been sustained by any passenger or person carried on the trains of the company the past year. A child, an infant, which had been left on the road by its attendant, who was said to have been grossly intoxicated at the time, was struck by the locomotive, and so much injured that it died. In another case a span of horses which were driven by a boy before a carriage, ran away and came in contact with a train when in motion. In consequence of the collision the boy was so much hurt as to cause his death. In both these cases no blame could attach to those in charge of the train.

Since the last report to the legislature, the extension of the road from Dover to Hackettstown, a distance of eighteen miles, has been opened for the transportation of passengers and freight.

This extension will afford railroad facilities to an extensive agricultural district of our state, which will undoubtedly be highly benefitted thereby.

WM. WRIGHT,
President.

BEACH VANDERPOOL, Treasurer.
Newark, January, 1855.

NEW JERSEY, MORRIS COUNTY, ss.

William Wright and Beach Vanderpool, above named, being duly sworn on their oath, do severally say that the facts, matters and things, in the foregoing statement and report contained, are true to the best of their knowledge and belief.

WM. WRIGHT.

BEACH VANDERPOOL.

Sworn and subscribed before me, this fifteenth day of January, eighteen hundred and fifty-five.

ARAM G. SAYRE,
Master in Chancery of New Jersey.

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD COMPANY.

JANUARY, 1855.

The Belvidere Delaware Railroad Company, pursuant to the requisitions of an act of the legislature of New Jersey, entitled "An act respecting annual reports to the legislature, of railroad and canal companies," approved February twenty-four, eighteen hundred and fifty-two, and a supplement thereto, entitled "A supplement to an act entitled an act respecting annual reports to the legislature of railroad and canal companies," approved March eleventh, eighteen hundred and fifty-three, hereby report:—

That this road is still in process of construction, and many of the requisitions of the act, such as the cost of the road and equipments, &c., are therefore inapplicable to them. But in order to manifest their disposition, as far as possible, to comply with the act, they hereby report all the information required by the act, applicable to the condition of their work.

The capital of the company by their charter, is \$500,000, with permission to increase to \$1,000,000, which has been done. The full amount of the capital has been subscribed partly by individuals and partly by subscription on the part of the Camden and Amboy Railroad and Delaware and Raritan Canal Companies, by authority and under resolutions of the legislature of this state.

In addition to the \$1,000,000 mortgage loan, reported in the report of 1854, and bonds for small amounts to land

owners from whom the company purchased land, and small temporary loans and ordinary open accounts incident to a road in a state of construction, the stock holders have authorised the creation of another loan of \$500,000 for the purpose of finishing and equipping the road, but it has not yet been sold.

The amount expended for the road and equipments up to the first of January, as near as can be ascertained, is \$2,177,376 31.

In respect to the operations of the company during the year, they have been using the road for the conveyance of passengers and freight during eleven months of the year from Trenton to Phillipsburg, and have almost completed the grading to Belvidere.

The company have made no dividends as yet, being prohibited from doing so by a joint resolution of the legislature of this state, approved February twenty-eight, eighteen hundred and forty-nine, until the whole line of the road is constructed and completed to Belvidere in the county of Warren, under penalty of forfeiture of their charter.

They further report that the expenditures for working the said road, as far as it has been worked, during the past year, including repairs, maintenance of way, motive power, contingencies, &c., (after deducting \$8,193 71, chargeable to construction,) are \$79,475 95, which sum includes the amount of \$11,194 81, still on hand. The income of the road, from passengers, freight, &c., has been \$124,301 22, as near as can be ascertained at this time.

The Flemington railroad was worked by this company during the month of December, after its opening on the fourth. The expenses and receipts are included in the amounts stated above.

In further compliance with the act, the following accidents are reported :—

February 26.—After a severe storm, an engine was sent with several men, in charge of Mr. George Ely, foreman of repairs,

to remove obstructions, which was supposed the storm might have occasioned on a part of the road recently opened. While cautiously returning in the evening, a slide of the bank occurred under the engine, while passing a point near Milford, which had been passed over a short time before, and the engine was upset. Owen Kennedy was killed, James Reilly had a leg broken, and John Murphy an arm broken. The others were more or less bruised. The engineer, H. A. Williamson, and George Ely, the conductor, are still in the employ of the company.

August 18.—A man named William Cooper, while walking on the track near his residence, below Frenchtown, was struck by the afternoon passenger train down, and so severely injured, that he died in an hour or two. William S. Barnes, conductor, Jackson Vernon, engineer. Both retained in the employ of the company.

CHARLES SITGREAVES,

President of the Belvidere Delaware Railroad Company.
January 29, 1855.

STATE OF NEW JERSEY, ss.

Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath saith that the statements made in the foregoing report are true, according to the best of his knowledge and belief.

CHARLES SITGREAVES.

Sworn and subscribed before me this twenty-ninth day of January, A. D. eighteen hundred and fifty-five.

STACY B. READ, M. C. C.

REPORT

OF THE

PATERSON AND RAMAPO RAILROAD COMPANY,

FOR THE

YEAR ENDING; THE FIRST TUESDAY OF JANUARY, A.D.
EIGHTEEN HUNDRED AND FIFTY-FIVE.

Capital stock actually paid in	\$248,225 00
Amount of funded debt	100,000 00
Amount of other debts unsettled, about	1,200 00
Cost of road and equipments	350,000 00
Income, rent from New York and Erie Railroad Company	26,500 00
Amount of dividends paid from earnings, six per cent., on \$248,000	14,880 00
Expenditures for contingencies, taxes, debts, interest, etc.	3,420 00
Interest on bonds, \$100,000 at 7 per cent.	7,000 00

The said company cannot report any other matters required by the act of February 24th, 1852, as their road has been leased to the Union Railroad Company, from the fifteenth day of September, A.D. 1852, for and during the existence of the charter of this company, at the yearly rent of twenty-six thousand and five hundred dollars, payable on the first days of January and July in each year, which lease was assigned by the Union Railroad Company to the New York and Erie Railroad Company, the latter company guaranteeing the payment of said rents, and which company have since that time

run and operated the Paterson and Ramapo road, in connection with, and as a part of the New York and Erie railroad, receiving all profits, and having entire control of the same.

NEW JERSEY, ss.

Gouverneur Morris being duly sworn, on his oath saith that he is president of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

GOUVERNEUR MORRIS.

Sworn and subscribed January eighth, one thousand eight hundred and fifty-five, before me, at Jersey City,

GEORGE M. ROBESON,

Master in Chancery.

REPORT

OF THE

HUDSON RIVER RAILROAD COMPANY.

JANUARY, 1855.

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY :

The President of the Paterson and Hudson River Railroad Company respectfully reports :—

That the capital stock of the said company is now	\$630,000 00
The cost of said road, including lands, depots, buildings, and appurtenances	630,000 00
The funded debt of the company and other liabilities is about	25,000 00
The rent of the road, etc., is per annum	50,000 00
One semi-annual dividend of three and a half-per cent. has been declared and paid in cash since the last report	22,050 00

The said road being now under lease to and managed by another company, sanctioned by the legislature of this state, this company has no other knowledge of the matters required than the above statement, all of which is respectfully submitted.

JOHN COLT,
President.

NEW JERSEY, ss.

Personally appeared before me, John Colt, who, being by me duly sworn, according to law, deposeeth and saith, that the foregoing report is true and correct, to the best of his knowledge, information, and belief.

JOHN COLT.

Sworn and subscribed before me, this tenth day of January, one thousand eight hundred and fifty-five.

A. S. PENNINGTON,

Master in Chancery.

A STATEMENT

OF THE

COST OF THE CONSTRUCTION OF THE

BURLINGTON AND MOUNT HOLLY RAILROAD,

TO THE FIRST OF JULY, 1855.

Capital paid on 2,800 shares of stock	\$70,000 00
Mortgaged bonds	20,000 00
Borrowed from the earnings of the road and ap- propriated to construction	9,551 20
	<hr/> \$99,551 20

Cost of the road, buildings, wharf, &c.,	86,708 69
Locomotives and cars	12,842 51
	<hr/> \$99,661 20

A statement of the receipts and expenses of the running of the road and repairs from January, 1854, to January, 1855:—

Received from passengers	13,417 74
“ “ freight	5,343 23
“ “ carrying the mail	300 00
Interest on money loaned on call	120 00
Gravel sold	18 00
	<hr/> \$19,198 97

EXPENSES.

Wood	\$2,097 21
Repairs of the road, cross-ties, spikes, &c., . . .	2,587 12
Repairing locomotives and cars	1,711 90
Oil and water	327 06
Ferriages at Camden and Philadelphia	456 68
Printing and stationery	132 60
Salaries of superintendent, engineers and others . . .	3,191 90
Miscellaneous expenses	1,480 73
Interest on company's bonds	1,200 00
Net earnings	6,013 77
	<hr/>
	\$19,198 97

There has been no accidents on the road during the past year by which any injury has been sustained by any individual.

STATE OF NEW JERSEY, Burlington county, ss.

Charles Bispham, president of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law, on his oath says that the within statement is, in all respects, just and true according to the best of his knowledge and belief.

CHARLES BISPHAM.

Sworn and subscribed this ninth day of January, A. D. eighteen hundred and fifty-five, before me,

ROBT. D. SPENCER,

A Master in Chancery of the state of New Jersey.

REPORT

OF THE

WARREN RAILROAD COMPANY.

WARREN RAILROAD OFFICE, N. J. }
Belvidere, January, 1855. }

In conformity to an act of this state, requiring annual reports to the legislature of railroad and canal companies, approved February twenty-four, eighteen hundred and fifty-two, and supplement thereto, I make the following report :—

This road the company put under contract, mainly in the early part of last spring, and have been proceeding rapidly with the construction. The road runs from the river Delaware, in the county of Warren, to the Central railroad of New Jersey near New Hampton with a branch to Belvidere. The Warren railroad will connect with the Delaware, Lackawana and Western railroad of Pennsylvania at the Delaware.

The company have hopes of getting the Warren railroad so far done the present season as to bring it in use, except the Van Ness Gap tunnel, which is two thousand eight hundred feet long; this they expect to run over temporarily until the tunnel is completed. Their branch road is intended to connect with the Belvidere and Delaware railroad at or near Belvidere.

Amount of work done to first January, under the head of grading and construction, &c :—

Paid on account of right of way	\$272,626 42
Amount received on account of capital stock and	
stock to be issued	254,302 56

The company have paid their contractors regularly monthly ; the principal balance above unpaid is for the one-eighth retained per centage which is payable to the contractors on completion of the contract. The right of way the company has mostly procured. The estimated cost, it is supposed, will be about forty thousand dollars.

The principal unpaid part is payable about first April next.

The capital stock subscribed was four hundred thousand dollars.

J. J. BLAIR,
President.

REPORT

OF THE

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

The Flemington Railroad and Transportation Company, pursuant to the requisitions of the act of the legislature of the state of New Jersey, entitled "An act respecting annual reports to the legislature of railroad and canal companies," approved February twenty-four, eighteen hundred and fifty-two; and a supplement thereto entitled "A supplement to an act entitled an act respecting annual reports to the legislature of railroad and canal companies," approved March eleventh, one thousand eight hundred and fifty-three, report:—

That the said company completed their railroad on the first day of December, in the year of our Lord, eighteen hundred and fifty-four, and commenced running a train of cars over their road on the second day of the same month of December, and have continued to run regular trains for the transportation of passengers and freight ever since.

That owing to the recent completion of their road it is difficult to report accurately the whole cost of the road, some accounts not having been as yet presented to the treasurer, and the final estimates for grading, masonry, etc., not having yet been completed by the engineer. But so far as the accounts have been adjusted and ascertained with certainty, the company will report the same with accuracy.

The capital stock of the company by their charter is one hundred and fifty thousand dollars, which has been subscribed	\$150,000 00
The amount of the same capital stock actually paid into the treasury, is	149,521 00
In order to raise funds sufficient to complete the road the company authorized the directors to raise by loan, secured by mortgage on their railroad, with its appendages, any sum not exceeding one hundred thousand dollars	100,000 00
Of which loan the directors have negotiated bonds to the amount of	36,100 00
The company have also raised on temporary loans, on notes and accepted drafts, notes given for work, materials, and so-forth	28,058 82
Making altogether the sum of	<u>\$213,679 82</u>

The amount actually expended and paid out in the construction of their railroad, including loans and damages, etc., is \$211,281 63

Leaving a balance in the hands of the treasurer amounting to the sum of 2,398 19, to be applied to the liquidation of their debts.

That owing to the short time the road has been in operation, it is difficult and almost impossible to make such report, as is contemplated by the act, of the operations of the company up to the present time as the act requires for the preceding year.

And for the same reason it is equally impossible to make an accurate report of the expenditures for working the road, including repairs, maintenance of way, motive power, and contingencies, and the income from passengers, freight, and other sources, the said road having been run in connection with the Belvidere and Delaware Railroad, and no settlement of accounts having been made with the last named company.

No dividends have been made or paid, nor has any accident occurred on the road since it has been in operation.

C. BARTLES,

President of the Flemington R.'R. & T. Co.

Dated, January 22, 1855.

STATE OF NEW JERSEY, ss.

Charles Bartles, president of the Flemington Railroad and Transportation Company, being duly sworn, according to law, on his oath saith, that the statement and facts set forth in the foregoing report are true, as he verily believes.

C. BARTLES.

Sworn and subscribed before me this twenty-second day of January, one thousand eight hundred and fifty-five.

JOSEPH H. HOUGH, M. C. C.

REPORT

OF THE

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY:

The Freehold and Jamesburg Agricultural Railroad Company respectfully render to the legislature the following statement of their affairs on first of January, eighteen hundred and fifty-five, and of their operations for the year eighteen hundred and fifty-four:—

Their road is in good running order from Jamesburg to Freehold, but is not entirely completed.

The capital stock of the company is . . .	\$300,000 00
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The amount of stock subscribed for . . .	137,900 00
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The amount of stock paid in . . .	129,370 52
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The funded debts are a six per. cent bond for . . .	27,085 86
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The company also have an unsettled account with the Camden and Amboy Railroad Company for iron sleepers, locomotives, cars and repairs.

Cost of road and equipments . . .	163,743 91
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Receipts from passengers . . .	\$12,381 02
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" " freight . . .	10,830 54
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23,211 56

The expenses for working the road, including repairs, maintenance of way, motive power and contingencies . . .

16,931 07

The company further report that they have made no dividends during the year, and that they are not aware that any accidents have occurred during the year on their road.

WM. D. DAVIS,

President.

NEW JERSEY, MONMOUTH COUNTY, *to wit.*

William D. Davis, of said county, being duly sworn according to law, deposeth and saith, that he is the president of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement and report is in all respects just and true according to the best of his knowledge and belief.

W. D. DAVIS.

Sworn and subscribed at Freehold this first day of February, eighteen hundred and fifty-five.

P. VREDENBURGH,

Master in Chancery in and for said State.

REPORT

OF THE

SUSSEX RAILROAD COMPANY.

TO THE HONORABLE THE LEGISLATURE OF NEW JERSEY:

The Sussex Railroad Company respectfully report :—

That the road was opened for public business on the eleventh day of December last, and that in the short interval since that date it has been impossible to make up the items specified in the act of the legislature, which by its terms seems to apply to roads only which have been in operation at least one year. From respect to your honorable body, however, the following facts are subjoined :—

- | | |
|----------------------------------|--------------|
| 1. The capital stock issued is | \$150,000 00 |
| 2. The mortgage bonds issued are | 150,000 00 |
| 3. Unsecured bonds | 25,000 00 |

This last item is subject to a deduction not yet ascertained.

For the reason above stated no report of the earnings can be made.

No accidents have occurred.

All of which is most respectfully submitted.

ABRAM S. HEWITT,

Secretary and Treasurer.

REPORT

OF THE

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

TO THE HONORABLE THE LEGISLATURE OF NEW JERSEY :

The Millstone and New Brunswick Railroad Company respectfully report :—

That the road as far as finished, to East Millstone, was opened for public business on the twenty-first of December last, and that in the short interval since that date it has been impossible to make up all the items specified in the act of the legislature, which, by its terms seems to apply to roads only which have been in operation at least one year. From respect to your honorable body, however, the following facts are subjoined :—

Length of road completed,	6 ⁶³ / ₁₀₀ miles.
Capital stock paid in,	\$90,000 00
Floating debt,	16,546 22
	<hr/>
	\$106,636 22

COST OF RAILROAD TO JANUARY FIRST, EIGHTEEN HUNDRED AND
FIFTY-FIVE.

For graduation, masonry, superstructure, iron, passengers, freight, stations, buildings, land, land damages and engineering, \$106,636 22
Road opened twenty-first December, 1854.

**PASSENGERS FROM OPENING TO JANUARY FIRST, EIGHTEEN
HUNDRED AND FIFTY-FIVE.**

Over the whole line of road between East Millstone and New Brunswick	355
Between Middlebush and New Brunswick,	56
“ Voorhees station and New Brunswick	6
“ Middlebush and East Millstone,	3
Total number of passengers,	420

**FREIGHT FROM OPENING TO JANUARY FIRST, EIGHTEEN HUNDRED
AND FIFTY-FIVE.**

	Tons.
Between East Millstone and New Brunswick,	324½
“ Middlebush and New Brunswick,	4½
Total tons of freight,	329

RECEIPTS.

From passengers,	\$78 85
“ freight,	230 17

**Total receipts for nine working days, which amount
has been applied to repairs, . . . \$309 02**

No accidents have occurred since the road went into operation.

ISAAC R. CORNELL,
President.

NEW JERSEY, MERCER COUNTY, to wit :

Isaac R. Cornell, of Somerset county, being duly sworn according to law, deposeth and saith that he is the president of the Millstone and New Brunswick Railroad Company, and

that the foregoing statement and report is in all respects just and true according to the best of his knowledge and belief.

ISAAC R. CORNELL.

Sworn and subscribed at Trenton this sixth day of February, eighteen hundred and fifty-five.

JOSEPH H. HOUGH,
Master in Chancery.

The following reports were transmitted to the president of the senate, and by him laid before that body; after which it was ordered that the same be printed with the reports submitted by the secretary of state.

REPORT

OF THE

MORRIS CANAL AND BANKING COMPANY,

MADE TO THE

LEGISLATURE OF NEW JERSEY IN COMPLIANCE WITH THE LAW OF 1853, AND
SUPPLEMENT.

JANUARY 1, 1855.

Capital stock paid in,	\$1,789,000 00
Debts, funded and other,	439,580 25
Cost of canal and appurtenances,	2,256,654 61
Repairs in 1854,	53,518 23
Navigation, (lock and plane tending,)	27,947 23
Superintendence and management,	15,462 76
Income from passengers, freights and other sources,	246,615 54
Dividends—paid in cash,	\$43,075 00
“ paid in stock,	30,000 00
	<hr/> \$73,075 00

STATE OF NEW JERSEY, HUDSON COUNTY, *to wit* :

Before me, personally appeared Ephraim Marsh, who, being by me duly sworn according to law, doth depose and say that he is the president of the Morris Canal and Banking Company ;

that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of said company actually paid in, and the amount of funded and other debts of said company ; also, of the cost of canal and appurtenances ; also, of the expenditures for repairs, superintendence and management of the same ; also, the income during the year eighteen hundred and fifty-four, from passengers, freight, and other sources, and the amount of dividends, and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this 31st day of January, A. D., 1855.

J. W. SCUDDER,
Master in Chancery.

REPORT

OF THE

CAMDEN AND ATLANTIC RAILROAD COMPANY.

JANUARY 1, 1855.

TO THE HONORABLE THE LEGISLATURE OF THE STATE OF NEW JERSEY:

In compliance with the act of the legislature of the state of New Jersey, approved the twenty-fourth day of February eighteen hundred and fifty-two, the Camden and Atlantic Railroad Company present the following report:—

Capital stock paid in	\$240,125 00
Funded debt, seven per cent. mortgage bonds,	508,000 00
Floating debt, embracing balances of every description, due December thirty-first, 1854,	761,223 36
Cost of road and its equipments	1,499,185 91
Interest paid on stock and bonds	10,290 82
Receipts of road to January first, 1855	69,673 61
Expenses of road to same date for working said road, including repairs, maintenance of way, motive power and contingencies	61,760 35

The road was opened for travel to the island of Absecon on the first day of July, 1854. It is still, however, unfinished, not having been extended to the inlet, at which point it will be necessary to build wharves, additional freight and passenger houses, and sidings will be required on the line, and also some additional rolling stock, to enable the company to accom-

moderate the increase of business which is anticipated. A portion of the floating debt is, by agreement, payable in the stock of the company, but the accounts not being finally adjusted, the certificates have not yet been issued.

The cost of the road and its equipments has been vastly increased by a cruel and unjust opposition, which has continually interfered with the financial operations of the company, and which is still at work.

ACCIDENTS

Which have occurred since the opening of the road, and the causes of the same, with the names of the persons injured, and the extent of their injuries; also the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors were retained in the employ of the company:—

July 16, 1854, Lewis Rosenburg, a brakeman, in the employ of the company, in attempting to jump upon the cow-catcher of the passenger engine, on the island of Absecon, while the engine was in motion, fell and had his leg caught between the cow-catcher and the ground, and in this situation was dragged a short distance; he received a severe flesh wound in his thigh; was taken to the hospital, has recovered, and is now in the employ of the company.

William W. Sheed, conductor; Henry Wintzell, Engineer; both retained.

August 20, 1854, Henry J. Steiner, a passenger in the afternoon up-train, in attempting to pass from one car to the other, as the train was approaching the depot at Cooper's Point, fell between the cars and received an injury in his right arm. Frank Glenn, conductor; Robert Sherred, engineer; both retained.

Submitted in behalf of said company.

JOHN C. DACOSTA, *President.*

Dated January 2d, 1855.

STATE OF NEW JERSEY, ss.

John C. ~~D~~acosta, being duly sworn on his oath, saith that he is the president of "The Camden and Atlantic Railroad Company," and that the above report, made by said company to the legislature of the state of New Jersey, pursuant to the provisions of the act of the legislature of said state, entitled "An act respecting annual reports to the legislature of railroad and canal companies," and the statements therein contained are, in all things, true, to the best of the knowledge and belief of this deponent.

JOHN C. DACOSTA.

Sworn and subscribed before me, this 9th day of February, A. D., 1855.

THOMAS P. CARPENTER,
Master in Chancery.

ANNUAL REPORTS

OF

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 185

1855

READ AND ORDERED TO BE PRINTED.

TRENTON:

PRINTED AT THE OFFICE OF THE "TRUE AMERICAN."

1856.

TRENTON, FEBRUARY 6, 1856.

HON. WILLIAM C. ALEXANDER,
PRESIDENT OF THE SENATE:

SIR:—I have the honor herewith to transmit copies of the annual reports of Railroad and Canal Companies, filed in the office of Secretary of State, in obedience to the requirements of the act in relation thereto, approved February twenty-fourth, eighteen hundred and fifty-two, and the supplement approved March eleventh, eighteen hundred and fifty-three.

With high respect,

Your obedient servant,

THOS. S. ALLISON,
Secretary of State.

一、關於我國經濟建設之方針
（一）發展生產，繁榮經濟
（二）公私兼顧，勞資兩利
（三）統籌兼顧，適當安排
（四）自力更生，艰苦奋斗
（五）發展農業，增加糧食
（六）發展工業，增加產量
（七）發展交通，便利運輸
（八）發展教育，提高文化
（九）發展衛生，保護健康
（十）發展體育，增強體質

ANNUAL REPORT

OF THE

CAMDEN AND AMBOY RAILROAD

AND

DELAWARE AND RARITAN CANAL COMPANIES.

THE UNIVERSITY OF CHICAGO

1

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO

REPORT.

In compliance with the act of the legislature of the state of New Jersey, approved the twenty-fourth day of February, eighteen hundred and fifty-two, the Delaware and Raritan Canal and the Camden and Amboy Railroad and Transportation Companies make the following report :

1st. The capital stock paid in the Camden and Amboy Railroad and Transportation Company,	-	-	-	-	- \$1,500,000
The capital stock paid in of the Delaware and Raritan Canal Company,	-	-	-	-	1,500,000
Joint capital stock,	-	-	-	-	<u>\$3,000,000</u>

2nd. The funded debts for the above companies are a loan at 6 per cent. interest,	-	-	-	-	800,000
" 5 " " "	-	-	-	-	£210,000
" 6 " " "	-	-	-	-	£225,000
" 6 " " "	-	-	-	-	367,000
" 6 " " "	-	-	-	-	800,000
" 6 " " "	-	-	-	-	1,700,000

Also, a loan of two million five hundred thousand dollars, authorised by the stockholders, of which only have been issued for subscriptions and advance to associated companies, two hundred and ninety-two thousand dollars.

In addition to the above, there has been issued a loan for one hundred and eighty-five thousand pounds sterling, for the stock of Philadelphia and Trenton Railroad Company, since

converted into dollars, bonds at four dollars eighty cents per pound sterling, bearing interest at five per centum per annum. Also, for subscription to Belvidere Delaware Railroad, Freehold and Jamesburg Railroad, and Flemington Railroad Companies, one million one hundred and seventy-five thousand dollars, bearing an interest of six per centum per annum.

The unfunded floating debt of the joint companies amounts to two hundred and fifty-seven thousand two hundred dollars, and there is due by the joint companies, for three thousand eight hundred tons of railroad iron, in store and on hand, not laid down, two hundred and twenty-nine thousand two hundred and eighty-nine dollars and eleven cents.

The indebtedness to the companies, from advances to associated companies and from other sources, four hundred and eighty-nine thousand four hundred and seventy-six dollars and thirteen cents.

3d. Cost of the Camden and Amboy Railroad		
and equipments,	- - -	\$4,877,981.23
Cost of Delaware and Raritan Canal and		
appurtenances,	- - -	3,758,542.32
4th. The receipts of the Camden and Amboy		
Railroad and Transportation Company,		
for the twelve months ending the thirty-		
first day of December, eighteen hundred		
and fifty-five, - - -	- - -	\$1,501,787.57
And the expenses of the Camden and Am-		
boy Railroad and Transportation Com-		
pany for the same period, for working		
the road, including repairs, maintenance		
of way, motive power, contingencies,		
steamboats and tugs, - - -	- - -	870,557.89
Leaving net earnings, - - -	- - -	\$631,229.68
The receipts of the Delaware and Raritan		
Canal Company for the twelve months		

ending the thirty-first day of December,
 eighteen hundred and fifty-five, - \$515,939.59

The expenses of the Delaware and Raritan
 Canal Company for the same period, in-
 cluding repairs, superintendence, and
 management, transit duty, - - 184,628.35

Leaving net earnings, - \$331,311.24

5th. Dividends have been paid in cash during the past year
 of twelve per centum on the capital stock of the joint
 companies.

A report of accidents which have occurred during the year eighteen hundred and fifty-five, upon the Camden and Amboy Railroad and branches.

January 10th.—A woman (name unknown) was injured at the Trenton station, by attempting to jump from the way train while in motion. Andrew Quinten, conductor; Charles Swern, engine driver; both retained.

March 28.—William Hulse, while walking upon the track, near Hightstown, was run over and killed by an engine belonging to the Freehold and Jamesburg Railroad.

April 14.—A small child, by the name of Jennings, residing in Camden, was injured about the head, although not seriously, by being thrown down by the eight A. M. train from New York. George W. Hooper, conductor; P. Provost, engine driver; both retained.

April 19.—Joseph Rowan, of Vincentown, Burlington county, had his right leg slightly bruised, and his left leg crushed below the knee in such a manner as to render amputation necessary, by being run over, late in the evening, near Bordentown station, he being intoxicated at the time. ——— conductor; T. Howell, engine driver; retained.

May 5.—The body of John Matthews was found in the morning, near the track at the upper end of Bordentown station; supposed to have been run over during the night by a freight train.

June 8.—As the six o'clock A. M. train from New York was leaving Palmyra station, a man by the name of Kirkbride, in attempting to get on, fell, and received considerable injury, but no bones were broken. John A. Conover, conductor; John Holland, engineer; retained.

July 24.—The four P. M. train, in coming around a curve between Stout's turn-out and Kingston, struck an unknown man who was walking upon the track, causing instant death.

The investigation of the coroner's jury show him to have been both deaf and dumb. Wm. S. Mann, conductor; Wm. Quigley, engineer; both still in service.

August 29.—As the ten o'clock A. M. train from Philadelphia was backing to a turn-out near Burlington, it came into collision with a pair of horses, attached to a carriage, which were carelessly driven upon the track immediately in advance of the backing train, causing the death of many passengers, and injuring many more. The following are the names of the killed and wounded, so far as it has been possible to gather them from the official list of the coroner and attending physician:

Thomas I. Meredith, of Baltimore, Maryland—killed.

George W. Ridgway, of Philadelphia, Pa., “

Mrs. C. M. Barclay, “ “ “

Edward C. Bacon, “ “ “

Hugo Rush, of Georgetown, D. C., “

Charles H. Bottom, of Trenton, N. J., “

William M. Boyce, of Washington, D. C., “

Emily M. Boyce, “ “ “

Mary Brown, “ “ “

Jane P. Lincoln, of Ellicott's Mills, Md., “

Jacob Howard, of Lebanon, Tenn., “

John Dallum, of Baltimore, Md., “

Hughes B. Jervis, of Newark, Md., “

Titus Lovelend, of Lacon, Ill., “

John M. Connell, of Wilmington, Del., “

Margaret Prescott, of Salem county, N. J., “

Alexander Kelly, of Philadelphia, Pa. “

Durand De St. Andre, “ “ “

Wilson Kent, “ “ “

John F. Gillespie, of Natchez, Miss., “

Mrs. Gillespie, “ “ “

Mr. O. Fisk, of Middletown, Conn., “

Mrs. Com. Smith, of Washington, D. C., “

Mr. I. Ingersoll, of Philadelphia, Pa., “

Judge Reeves, Chillicothe, O. ; contusion of the chest—right shoulder bruised—face injured, and flesh wound in the calf of the right leg.

Mrs. Cornelia D. Lyons, Jamaica, L. I. ; flesh wound in the right leg—bruise and contusion of the chest.

Child of Mrs. Lyons ; bruised in the right knee.

Benjamin R. Mills, Bridgeport, Conn. ; bruised and skin broken.

Isaac M. Kay, Haddonfield, N. J. ; both legs broken above the knees.

Com. Smith, Washington, D. C. ; cut about the head.

Thomas Morgan, Philadelphia ; forehead cut and a scalp wound.

John Stickney, Camden, N. J. ; slightly bruised.

Lloyd Vanderveer, Camden, N. J. ; slightly bruised.

Mrs. Levy, Philadelphia, Pa. ; slightly injured—one eye injured.

Samuel Lahm, Canton, O. ; slight concussion of the head.

George T. Harlan, Cecil county, Md. ; collar bone broken—considerably cut and bruised.

Miss Myra Phelps, Ellicott's Mills, Md. ; bruised in the abdomen.

Mrs. Lincoln Phelps, Ellicott's Mills, Md. ; bruised upon the left leg.

Caroline Hymen, (colored servant of Mrs. Phelps,) feet injured, and luxation of fingers.

Mrs. Boyce, Washington, D. C. ; contusion of head—spine injured.

Mr. Wheeden, New Hope, N. J. ; contusion of the head.

Son of Capt. Boyce ; one leg slightly injured, and body bruised.

Lewis Leickenstein, Richmond, Va. ; wounded in the forehead.

Doct. Wheelan, Baltimore, Md. ; thigh and spine injured.

Mr. Hayward, Charleston, S. C. ; shoulder dislocated and arm fractured.

Mrs. Hulseman, New York city ; fracture of the left arm—flesh wound in the arm and right eye.

Lewis A. Lukens, Montgomery county, Pa. ; chest injured.

John Kelly, Pittsburg, Pa. ; injured in the head and spine.

Thomas Finley, Philadelphia, Pa. ; collar bone fractured and injured in the head.

James W. Patten, Philadelphia ; both legs fractured.

Mrs. Caroline Pringle, New York city ; injured in the head and ribs broken.

Wm. B. Maclay, New York city ; scalp wound and breast slightly injured.

Mr. Leeds, Philadelphia ; flesh wound in the right leg.

Mrs. King, Charleston, S. C. ; fracture of the ribs and hip injured.

Richard Taylor, New York ; injured in both arms and one eye cut.

Charles Dixey, Richmond District, Philadelphia ; injured on the shoulder and other parts, but no bones broken.

Mrs. Phillips, New York city ; one eye cut and back bruised.

Child of Mrs. Phillips, slightly injured in one eye.

Howard A. Hughes, Truro, Mass. ; forearm fractured and eye lid cut.

John Pugh, St. Clair county, Pa. ; fracture of the right leg.

Dennis O'Kane, Georgetown, D. C. ; fracture of the right leg—one eye cut.

Daniel Lombeck, Alliance, O. ; scalp wound.

Isaac C. Nostrand, conductor—retained ; Israel Adams, engineer—still in employ.

September 11.—An engine attached to the two P. M. train from Philadelphia, when in the vicinity of Beverly, and running at the usual rate, had an axle to break in the truck, by which means the engine was precipitated from the track, mortally wounding John Holland, the engine driver, (who died in about three hours afterwards) and severely wounding Langhorn Thorn, the fireman. John A. Conover, conductor, still in the employ of the company.

State of New Jersey, ss.

Before me, James S. Green, one of the masters of the Court of Chancery of the State of New Jersey, personally appeared, John R. Thomson, President pro tem of the Delaware and Raritan Canal Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true, according to his best knowledge and belief.

JOHN. R. THOMSON, President pro tem.

Sworn and subscribed before me at Princeton, this fifteenth day of January, 1856, JAS. S. GREEN, M. C. C.

State of New Jersey.

Before me, James S. Green, one of the masters in the Court of Chancery of said State, personally appeared, Robert L. Stevens, President of the Camden and Amboy Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge and belief.

ROBT. L. STEVENS, President.

Sworn and subscribed before me, January, 1856, JAS. S. GREEN, M. C. C.

ANNUAL REPORT

OF THE

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY

TO THE
LEGISLATURE OF NEW JERSEY, FOR THE YEAR 1855.

In obedience to the act passed February twenty-fourth, eighteen hundred and fifty-two, entitled "An act respecting annual reports to the Legislature of Railroad and other Companies," the New Jersey Railroad and Transportation Company presents the following report :

	January 1st, 1856.
Capital stock,	\$3,482,850.00
Funded debt, including \$485,000, the cost of the property and privileges purchased of the Jer- sey associates,	690,000.00
Profit and loss, being surplus earn- ings expended in the construction of the road, and in payment of the property, stated below,	\$165,843.09
Less paid for relaying road with new rails,	37,894.37
	<hr/> 127,948.72
Dividend 1st January, payable 1st February,	174,120.00
	<hr/> \$4,474,918.72

Cost of Railroad and Equipments.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engi- neering, land and land damages,	\$3,114,927.84
Locomotives, tenders and snow plows,	106,247.34
Cars—passenger, freight and bag- gage,	136,180.00

Property, viz :

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, includ- ing the property and privileges purchased of the Jersey asso- ciates for 485,000,	952,066.79
Cash in bank and cash items on demand,	165,496.75
	<hr/>
	1,117,563.54
	<hr/>
	\$4,474,918.72

*Receipts and expenses for the year 1855.***RECEIPTS.**

From passengers,	635,921.95	
" freight,	78,883.84	
" U. States mail rents, express,		
freight and other sources,	146,708.57	
	<hr/>	861,514.36

EXPENSES.

Maintaining road, bridges and build- ings,	61,623.65	
Repairs of locomotives, cars and machinery,	44,427.87	
Fuel, cost and labor in preparing,	68,693.93	
Operating the road and transport- ing passengers and freight,	176,325.74	
Office expenses, salaries and con- tingencies,	9,695.58	
	<hr/>	360,766.77
		<hr/>
		500,747.59
		<hr/>

Interest on bonds,	40,580.00	
Transit duty on passengers and freight,	16,037.44	
Tax on capital stock,	17,414.25	
Dividends in cash, February and August,	348,235.00	
Profit and loss to surplus earnings,	78,480.90	
	<hr/>	500,747.59

Operations of the Company during the year 1855.

The number of passengers and the tons of goods, wares and merchandise transported over the New Jersey Railroad during the year 1855.

PASSENGERS.

Passing over the whole line of the road,	257,610½
“ between Jersey City and Newark,	1,099,338½
“ “ “ and Elizabeth,	106,217
“ “ “ and Rahway,	69,426
“ “ “ Uniontown and Me-	
tuchin,	8,501½
“ “ “ and New Brunswick,	87,384
“ “ “ all intermediate places,	535,993½

Total, two million, one hundred and sixty-four thousand, four hundred and seventy-one, 2,164,471
(Not including commuters and free passengers.)

GOODS, WARES AND MERCHANDISE.

	TONS.
Passing over the whole line of the road,	1,531
“ between Jersey City and Newark,	31,961
“ “ “ and Elizabeth,	3,124
“ “ “ and Rahway,	4,498
“ “ “ and New Brunswick,	14,152
“ “ “ all intermediate places,	8,783

Total, sixty-four thousand and forty-nine tons, 64,049

Number of miles run by passenger, freight and other trains, 382,563

Office of New Jersey Railroad and Trans. Co., Jan. 19, 1856.

H. J. SOUTHMAYD, Treasurer.

F. WOLCOTT JACKSON, Secretary.

State of New Jersey, ss.

John S. Darcy, President of the New Jersey Railroad and Transportation Company, being duly sworn, on his oath, saith that the statements made in the foregoing reports, together with the annexed list of accidents, are true, to the best of his knowledge and belief.

JOHN S. DARCY, Pres't. N. J. R. R. & Trans. Co.

Sworn and subscribed before me, this twenty-first day of January, Anno Domini, 1856, JOHN P. JACKSON, Master in Chancery.

Accidents that have occurred during the year eighteen hundred and fifty-five, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured, and the extent of those injuries. Also the names of the engineers and conductor under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the company.

March 22—A man named James O'Brian, who was intoxicated, in attempting to jump upon the car at Rahway, while the train was in full motion, had his arm taken off and otherwise injured, died on the twenty-fourth, repeatedly lamenting, that his own carelessness and intoxication was the cause of his injury. J. Counsellor, conductor; Henry Hummell, engineer—still in the employ of the company.

April 25—An unknown man walking at night on the main track was struck by engine Darcy, attached to the 7.45 P. M. train from Newark, near Bud's Cut; he was walking in front of the engine, the lamp shown upon him, engine was reversed, but not in time to save him, he was brought to Jersey City and taken to the hospital in New York, died before reaching there. William L. Ross, conductor; John McGready, engineer—still in the employ of the company.

May 30—A man named William Craig, driver of a baker wagon at Jersey City, was struck by the engine of the night

mail line, at the turnpike crossing and slightly injured. He did not look out for the train; his wagon was demolished, and he slightly injured. He is doing well. J. Fernald, conductor; John Campbell, engineer—still in the employ of the company.

July 7—An Irishman named William Forby, a laborer, in attempting, in company with another man, to cross the turnpike, ahead of the train; engineer tried to save him, but could not; he was struck and instantly killed by the five P. M. Philadelphia train at the "Six Roads." Ralph Page, engineer; William Coulter, conductor—still in the employ of the company.

August 27—John Ayres, engineer of engine "Southard," was coupling the engine to the Morris train, at Division street, Newark, was caught between the bumpers and seriously injured; he died on the twenty-ninth. Isaac F. Frazee, conductor—still in the employ of the company.

October 15—A gravel and an iron train came together at the Elizabeth bridge; one of the men in the employ of the company jumped from the train and slightly injured his wrist; doing well. John Sindle and Henry Hutton, engineers—still in the employ of the company—the latter in the machine shop.

October 19—An Irishman, intoxicated, name not known, thrust his arm out of the window of a car on the Hackensack bridge, came in contact with the draw, wrenched his arm and broke the window; he was attended by a physician and left for Ireland; doing well.

Recapitulation.

No passengers or others killed or injured while in the cars,	-	-	-	-	-	0
Employees injured on the road,	-	-	-	-	-	1
Employees killed " " "	-	-	-	-	-	1
Passengers killed from jumping on the cars while in motion,	-	-	-	-	-	1
Passenger injured his hand slightly, by thrusting it out of the car window,	-	-	-	-	-	1
Persons not passengers, seriously injured on the track,	-	-	-	-	-	0
Persons not passengers, killed on the track,	-	-	-	-	-	2
Persons slightly injured from driving on the track,	-	-	-	-	-	1
						<hr/> 7
Total killed,	-	-	-	-	-	<hr/> 4
Injured slightly,	-	-	-	-	-	<hr/> 3
						<hr/> 7

I certify the foregoing to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

JAMES W. WOODRUFF,
Assistant Superintendent.

January 15, 1856.

REPORT

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY,

JANUARY 1, 1856,

TO THE

LEGISLATURE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports to the legislature of railroad and other companies," passed February twenty-fourth, eighteen hundred and fifty-two, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the first of January, eighteen hundred and fifty-six :

Capital stock,	-	-	-	\$2,000,000.00
First mortgaged bonds,	-	-	-	1,500,000.00
Second " "	-	-	-	534,975.00
Other indebtedness,	-	-	-	231,201.58

\$4,266,176.58

Cost of road, April 1, 1855,	\$2,698,435.96	
Expenditures since,	309,992.03	
Land and work at Elizabethport,	112,219.28	
Station houses and shops,	108,767.62	
	<hr/>	3,229,414.89

Engines,	139,632.11	
Cars,	175,151.82	
	<hr/>	314,783.93

Ferry interest and boats,	189,950.00	
Miscellaneous property, wood,		
coal and materials on hand, &c.,	193,123.33	
Sundry accounts, cash and cash items,	338,904.43	
	<hr/>	721,977.76
		<hr/>
		\$4,266,176.58

Ordinary Receipts.

Passengers,	185,048.06	
Freight,	199,324.01	
Mail, express, rents, etc.,	9,356.61	
	<hr/>	393,728.68

Ordinary Expenses.

Running expenses,	55,108.62	
Wood consumed,	30,724.34	
Coal "	17,058.07	
Repairs of road,	21,504.03	
" of cars, engines, etc.,	36,164.57	
Ferry expenses,	31,902.83	
Expense account,	10,868.82	
Miscellaneous expenses,	5,525.11	
Taxes to state,	13,268.69	
	<hr/>	222,125.08

Balance of net earnings,	171,603.60
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Dividends.

No dividends have been paid during the year, the net earnings having been expended on construction.

Number of passengers carried to and from New York and the various stations on the road during the year.

STATIONS.	TO	FROM	TOTAL.
New York.....	85,848½	84,730	170,078½
Newark, N. J. R. R.	8,140	7,914½	16,061
Elizabethport.....	27,117	23,206	55,324
Elizabeth.....	19,843½	17,646	37,489½
Cranville.....	3,653	3,813½	7,466½
Westfield.....	7,396	7,146½	14,441½
Scotch Plains.....	7,815	7,601½	15,416½
Plainfield.....	32,483	33,061	65,533
New Market.....	8,185½	8,320	16,506
Bound Brook.....	13,519	14,181	27,700½
Somerville.....	16,396½	16,203	32,599½
Baritan.....	4,124	4,415	8,539
North Branch.....	3,450½	3,255½	6,712
White House.....	7,661	7,197	14,848
Lebanon.....	3,600	3,614½	7,014½
Clinton.....	6,402½	6,766	13,158½
Clarksville.....	2,340	2,467½	4,807½
New Hampton.....	3,666	3,715	7,381
Asbury.....	3,485	3,477	6,962
Valley.....	3,879½	2,566½	6,439
Hillsbury.....	4,871	5,417	10,288
Springtown.....	2,043	2,073	4,121
Green's Mills.....	1,307½	1,061	2,368½
Phillipsburg.....	27,013	28,177	55,190
	307,925	307,925	.....
Actual number of passengers carried.....			307,925

Number of tons of freight carried on the road during the year.

FREIGHT CARRIED.	TONS.
Between New York and Cranville.....	375
" " " Westfield.....	237
" " " Scotch Plains.....	1,421
" " " Plainfield.....	3,366
" " " New Market.....	739
" " " Bound Brook.....	973
" " " Somerville.....	2,053
" " " Baritan.....	1,991
" " " North Branch.....	2,196
" " " White House.....	2,291
" " " Lebanon.....	1,234
" " " Clinton.....	4,344
" " " Clarksville.....	854
" " " New Hampton.....	3,252
" " " Asbury.....	421
" " " Valley.....	230
" " " Hillsbury.....	1,093
" " " Springtown.....	1,039
" " " Phillipsburg.....	15,313
" All intermediate stations.....	42,186
Total number of tons.....	88,157
Total number of tons carried one mile.....	3,175,523

Number of miles run by the various trains.

TRAINS.	MILES.
Number of miles run by passenger trains.....	144,597
“ “ “ Freight “	43,881
“ “ “ Wood “	7,475
“ “ “ Construction trains	25,496
Total number of miles run by trains	221,449

ACCIDENTS FOR 1855.

On the 30th March—As the morning train from New York was passing the road crossing at Harris' lane, Jephtha Runyon carelessly drove his team in front of the engine, occasioning death to his horses and some slight injury to himself. L. C. Voorhees, conductor; J. S. Rockafellow, engineer—both still in the employ of the company.

On the 28th June—As the three o'clock passenger train from Easton was passing a farm crossing, about two miles east of the White House station, some school boys were at play, one of whom venturing too near the track, was struck by the engine and instantly killed. L. C. Voorhees, conductor; John Alpaugh, engineer—both are still in the company's employ.

On the 5th July—A man in the employ of the company by the name of Jacob Bowman, fell from the platform of a car to the ground, while the train was in motion. He was somewhat injured in the head, but has entirely recovered. F. P. Hill, conductor; John Alpaugh, engineer—both still in the employ of the company.

On the 8th December—Joseph T. Maloon, a conductor of the gravel train, in the act of passing from one car to another while the train was in motion, fell between the cars and was fatally injured; he died the next day. William Davis, engineer—still employed by the company.

On the 14th December—As the morning train from Somerville was proceeding between the Scotch Plains and Westfield stations, by the breaking of a rail and its fastenings, the rear

passenger car containing some twenty-five passengers, was thrown off the track and down an embankment: a number of passengers were more or less hurt, but no bones were broken, and no one so injured as to prevent his resuming his usual business in a few days. H. P. Baldwin, conductor; John S. Whitford, engineer—both still in the employ of the company.

JOHN T. JOHNSON, President.

New Jersey, Essex County, ss.

On this twenty-first day of January, Anno Domini, eighteen hundred and fifty-six, before me, John P. Jackson, one of the Masters in the Court of Chancery of New Jersey, personally appeared, John T. Johnson, President of the Central Railroad Company of New Jersey, who being by me duly sworn, saith that the foregoing report is true, to the best of his knowledge, information and belief.

JOHN P. JACKSON, Master in Chancery.

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ANNUAL REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY,

TO THE

LEGISLATURE OF NEW JERSEY.

Showing the condition of the company on the first day of January, eighteen hundred and fifty-six, and the operations of the company for the year eighteen hundred and fifty-five :

Capital stock,	-	-	-	-	\$1,157,805.00
Funded debt,	-	-	-	-	326,000.00
Floating debt,	-	-	-	-	47,000.00
Contingent fund,	-	-	-	-	173,940.74

\$1,706,745.74

Cost of road and its appendages, 1,636,550.53

Paid on account of subscription
to the capital stock of the
Newark and Bloomfield Rail-
road,

20,500.00

Cash and bills receivable,

49,695.21

\$1,706,745.74

The above includes all indebtedness of the company except wages due to hands for the month of December last, and other items payable on presentation. There is also due to the company sundry accounts for the transportation of freight, mails, &c., &c.

Income from passengers, freight, and other sources, during the year.

From passengers,	-	-	-	-	\$135,127.48
“ freight,	-	-	-	-	84,951.49
“ mails and sundries,	-	-	-	-	5,814.05
					<hr/>
					\$225,893.02
Paid for repairs, maintenance of way, motive power, and contingencies,	123,418.97				
Interest on funded and floating debt,	25,277.11				
				<hr/>	148,696.08
					<hr/>
					\$77,196.94

Dividends.

Two semi-annual dividends have been made in the last year, payable in cash, amounting to seventy-three thousand five hundred and eighty dollars and seventy cents, (\$73,580.70.)

Number of passengers carried.

There have been transported on the road during the year, two hundred and sixty-six thousand eight hundred and fifty persons, exclusive of commuters and those who ride free.

The following statement shows the number of passengers carried between the different stations:

Between Newark and Orange,	-	-	-	84,272
" " " South Orange,	-	-	-	13,188
" " " Stone House,	-	-	-	1,552
" " " Milburn,	-	-	-	15,439
" " " Summit,	-	-	-	8,676
" " " Chatham,	-	-	-	5,593
" " " Madison,	-	-	-	15,836
" " " Morristown,	-	-	-	38,551
" " " Morris Plains,	-	-	-	2,042
" " " Denville,	-	-	-	6,382
" " " Rockaway,	-	-	-	5,437
" " " Dover,	-	-	-	8,620
" " " Drakesville,	-	-	-	2,762

Between Newark and Stanhope, -	-	-	3,150
" " " Waterloo, -	-	-	6,061
" " " Hackettstown, -	-	-	7,558
Way passengers, -	-	-	41,731
			<hr/> 266,850

Number of miles run by trains.

The following shows the number of miles run by the trains of the company during the year :

Passenger trains, -	-	-	-	87,879 miles.
Freight " -	-	-	-	46,129 "
Gravel " -	-	-	-	10,000 "
				<hr/> 144,008 "

ACCIDENTS.

During the year past not a passenger has been injured.

An intoxicated man, attempting to get on a freight train, fell between the cars and was killed.

A laborer on a gravel train, was carelessly riding on the bumpers of cars while in motion ; the cars accidentally uncoupled and he fell between them and was killed.

A man, lying, sitting or walking on or near the track was struck by an engine and his ankle broken so badly as to render amputation necessary ; it was night, and he was not seen until after the occurrence. He was intoxicated.

A boy, whose attention was attracted to a passing train, stepped a short distance ahead of a train proceeding on another track, before it could be stopped, or he made known of his danger, he was run over, and so badly injured that he died.

A train of cars struck a child who was attempting to cross the track directly in front of the engine, and so seriously injured that it died.

A laborer on a gravel train, by attempting to pass between cars at time of starting, was run over and killed. The usual signal was given previous to starting.

WM. WRIGHT, President.

Newark, January, 1856.

New Jersey, Essex County, ss.

William Wright, above named, being duly sworn on his oath, saith that the facts, matters and things in the foregoing statement and report contained are true, to the best of his knowledge and belief.

WM. WRIGHT, President.

Sworn and subscribed before me, this fifteenth day of January, eighteenth hundred and fifty-six.

ARAM G. SAYRE,
Master in Chancery of New Jersey.

ANNUAL REPORT

OF THE

PATERSON AND HUDSON RIVER RAILROAD CO.,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The President of the Paterson and Hudson River Railroad Company respectfully reports, that the capital stock of the said company is now \$630,000.

The cost of said road, including land, depots, buildings and appurtenances, 630,000.00

(There is no funded debt of the company.)

The rents of the road, &c., is, per annum, 53,400.00

One dividend of 2½ per cent. amounting to 15,750.00

(And which has been paid in cash last year.)

OPERATIONS.

The said road being now under lease to, and managed by another company, sanctioned by the legislature of this state, this company has no other knowledge of the matters required than the above statement, except that this company has been furnished with the annexed statement of accidents, by the New York and Erie Railroad, the lessee of the Paterson and Hudson River Railroad and of the Paterson and Ramapo Railroad.

All which is respectfully submitted.

JNO. COLT, President.

Dated, January 11th, 1856.

New Jersey. ss.

Personally appeared before me John Colt, who being by me duly sworn according to law, deposeeth and saith that the foregoing report is correct to the best of this deponents knowledge and belief.

JNO. COLT.

Sworn and subscribed before me, this eleventh January, eighteen hundred and fifty-six.

A. S. PENNINGTON,
Master in Chancery.

New York and Erie Railroad Company. }
Auditor's Office, New York, Jan. 10, 1856. }

A. S. PENNINGTON, Esq.—*Dear Sir*:—We are advised by Mr. A. O. Zabriskie, that reports for the last year for the roads from Jersey City to Sufferns are to be made, giving the following information :

1. Capital stock—2. Debt—3. Cost of road, &c.—4. Expenses—5. Income—6. Dividends—7. Accidents—8. Names of conductors, &c., on whose trains accidents occurred.

We can only give the accidents which are herewith enclosed. The other items, excepting the expenses, should be given by the P. & H. R. & P. & Ramapo lines, the expenses cannot be given as the trains run on those roads and our main line, and the cost cannot be separated.

Our Secretary, Mr. Marsh, has desired me to communicate with you, in relation to these reports, and desires that you will procure them to be made by the proper officers, to avoid any cause for fault-finding at Trenton.

Respectfully,

B. E. BRENNIN,
Acting Auditor.

OFFICE OF THE FREEHOLD & JAMESBURG AG. R. R. Co., }
Freehold, N. J., Jan. 17, 1856. }

To the Honorable the Legislature of the State of New Jersey :

The Freehold and Jamesburg Agricultural Railroad Company respectfully report that their road is in operation from Freehold to Jamesburg, a distance of eleven and a half miles.

The amount of capital stock subscribed for is \$137,900.00

The amount of capital stock paid in is \$130,336.52

The funded debt of the company is a loan at six per cent. interest, of 70,000.00

Borrowed from earnings, 18,446.29

218.782.81

Cost of road and equipments up to Dec. 31, 1855, 218,782.81

Receipts and Expenses for the year 1855.

Receipts from passengers, \$13,188.66

“ freights, 20,421.84

33,610.50

The expenses for working the road, including repairs, maintenance of way, motive power, and contingencies,

19,504.73

Net earnings, 14,105.77

Interest paid, 3,181.24

The following is the number of passengers and tons of goods, wares and merchandise transported during the year eighteen hundred and fifty-five :

Passengers.

Total number, fifty thousand nine hundred and ninety-eight, (50,998.)

Goods, Wares and Merchandise.

Total, twenty-seven thousand five hundred and fifty-three tons, (27,553.)

Number of miles run by trains, twenty-six thousand four hundred and ninety-five, (26,495).

No dividends have been made or paid.

ACCIDENTS.

March 17, 1855.—Jeremiah Maloney, a laborer in the employ of the company, had his arm broken by being caught between the cars of the freight train at Jamesburg, when backing. John H. Heath, conductor, and David Reynolds, engineer. Continued in service.

September 20.—A boy, named Charles Patterson, had his arm broken by jumping and falling on the baggage car of the passenger train as it was passing into the Freehold station house. Simon F. Pyle, conductor, and Alfred A. Miller, engineer. Still in the employ of the company.

December 19.—Martin Maloney, a brakeman on freight train, was caught between two cars while in the act of connecting them at Jamesburg. Slightly injured. John F. Heath, conductor, and Charles S. Worts, engineer. Still in the employ of the company.

W. D. DAVIS, *President.*

New Jersey, ss.

William D. Davis, of the county of Monmouth, being duly sworn according to law, deposeth and saith that he is the president of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement and report is in all respects just and true, according to the best of his knowledge and belief.

W. D. DAVIS.

Sworn and subscribed at Trenton, this twenty-second day of January, eighteen hundred and fifty-six.

A. R. THROCKMORTON,
Master in Chancery.

REPORT

OF THE

MILLSTONE & NEW BRUNSWICK RAILROAD CO.,

TO THE

LEGISLATURE OF NEW JERSEY,

FOR THE YEAR 1855.

JANUARY 1st, 1856.

Length of road completed, 6 63-100 miles.

Capital stock paid in,	- - - -	\$100,914.00
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Floating debt,	- - - -	10,086.00
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Cost of Railroad to date.

For graduation, masonry, superstructure, iron, passenger, freight stations, buildings, lands, land damages and engineering,	- - - -	\$111,000.00
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Passengers.

Over the whole line of the road between East Millstone and New Brunswick,	13,035½
“ Middlebush, - - - -	2,987½
“ Voorhees, - - - -	694½
“ All intermediate places, - -	611

Total number of passengers,	- -	17,328½
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Number of tons of goods, wares and merchandise, 8,076 tons.

<i>Receipts.</i>					
Passengers,	-	-	-	-	\$3,761.86
Freight,	-	-	-	-	6,056.81
					<hr/> 9,818.67
Expenses,	-	-	-	-	5,661.56
					<hr/> \$4,157.11

No accidents have occurred on the road during the year.

ISAAC R. CORNELL,

President.

State of New Jersey, ss.

On this twenty-second day of January, Anno Domini, eighteen hundred and fifty-six, personally appeared before me, a master in chancery of said state, Isaac R. Cornell, the president of the Millstone and New Brunswick Railroad Company, who being duly sworn, on his oath deposeth and saith that the foregoing statement by him subscribed, is true to the best of his knowledge and belief.

ISAAC R. CORNELL, *President.*

Subscribed and sworn the day and year aforesaid, before me

JOHN J. CHETWOOD, *M. C.*

REPORT

OF THE

WARREN RAILROAD COMPANY.

WARREN RAILROAD OFFICE, }
Belvidere, January, 1856. }

In conformity to an act of this state, requiring annual reports to the legislature, approved twenty-fourth February, eighteen hundred and fifty-two, and the supplement thereto, I make the following report.

Since my last report to you, this company has proceeded rapidly with the construction of their road, and expect to open it for use within the next ninety days.

This company has expended and paid so far, about one million of dollars.

This road is to be directly connected with the Delaware, Lackawanna and Western Railroad of Pennsylvania, at the river Delaware, five miles below the Delaware Water Gap, and thence connect with the Central Railroad of New Jersey, near New Hampton. The distance from the Delaware to New Hampton, when the Vanness Gap Tunnel is completed, is eighteen miles. This tunnel is near three thousand feet long; the rapid construction of it is going forward.

At the last session of the legislature, the company obtained an act authorising them to construct a temporary track over this mountain, which is now completed, and the iron laid. The average grade is fifty feet to the mile for this temporary track.

I found it much easier to construct this temporary track, five miles long, over this barren and uninhabited mountain, than to obtain the necessary legislation for it. I was near three months in obtaining this reasonable legislation, and I constructed the road in about two months. I think the legislature ought not only to have given me this authority, the first week after application, but ought to have furnished or loaned the money in the bargain, without security. This road is the most costly one for the distance ever undertaken in New Jersey. It is located at a grade going east, of twenty-one feet to the mile. This grade made it necessary to construct a tunnel at Vass Gap, near the Delaware, of one thousand feet long, a cut through every hill, a fill in every hollow, cross every stream. The water courses and hills in Warren run north and south, while the road runs east and west.

All which is respectfully submitted.

J. I. BLAIR, *President.*

REPORT

OF THE

MORRIS CANAL AND BANKING COMPANY,

MADE TO THE

LEGISLATURE OF NEW JERSEY,

In compliance with the law of eighteen hundred and fifty-two, and the supplement :

Capital stock paid in, - - - -	\$1,789,000.00
Debts, funded and other, - - - -	465,439.72
Cost of canal and appurtenances, - -	2,320,198.35
Repairs in 1855, - - - -	52,877.52
Navigation, lock and plane tending, - -	26,902.64
Superintendence and management, - -	17,081.62
Income from passengers, freight and other sources,	278,638.18
Dividends paid in cash, - - - -	76,400.00

State of New Jersey, Hudson County, ss. :

Before me personally appeared Ephraim Marsh, who by me being duly sworn according to law, doth depose and say that he is the president of the Morris Canal and Banking Company ; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and the amount of the funded and other debts of the said company ; also of the cost of canal and appurtenances ; also, of the expenditures for repairs, superintendence, and management of the same ; also the income during the year eighteen hundred and fifty-five, from

passengers, freight, and other sources, and the amount of dividends, and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me at Jersey City, this 8th day of January, 1856.

J. W. SCUDDER, *Master in Chancery.*

REPORT

OF THE

CAMDEN AND ATLANTIC RAILROAD CO.,

TO THE

LEGISLATURE OF NEW JERSEY.

In obedience to the act passed twenty-fourth February, eighteen hundred and fifty-two, entitled "An act respecting annual reports to the legislature of Railroad and other Companies," the Camden and Atlantic Railroad Company presents the following report :

JANUARY 1st, 1856.

Capital stock paid in,	\$369,320.00
Funded debt,	867,600.00
Floating debt,	654,530.89
Cost of road and equipments,	1,729,642.28
Interest paid during the year 1855,	63,129.55
Receipts of road " "	122,415.36
Expenses of road " " for working said road, including repairs, maintenance of way, motive power and contingencies,	72,336.48

Of the above receipts \$86,741.63 have been from passengers, \$35,176.08 from freight, and \$497.65 from other sources.

Accidents that have occurred during the year 1855 on the Camden and Atlantic Railroad, and the cause of the same, with the names of the persons injured, and the extent of their injuries, also the names of the engineers and conductors, under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the company.

June 16—The Haddonfield train ran over a cow, and was thrown from the track. The engineer, Willam Hammond, was killed. The conductor, Frank Glenn, continued for some time in the employ of the company.

September 26—The up freight train being delayed near Camden from a deficiency of steam, Joseph Brown, the engineer of the Haddonfield train, was sent with an extra engine to its assistance. As it was near the starting time of the Haddonfield train, the fireman, Charles Parker, proceeded, during the absence of Brown, to place the train in its proper position at the platform; to do this it was necessary to back some passenger cars on the same track with which stood a train of freight cars. Parker gave the signal and backed his train. While the cars were in motion, a Mrs. R. Hughes attempted to pass between the approaching train and the stationary cars; she was caught between the bumpers, and on the third of October died of the injuries received. The conductor, David H. Mundy, who was not on the train, the engineer, Joseph Brown, who was absent at the time of the accident, and the fireman, Charles Parker, are all still in the employ of the company.

In behalf of the Company,
GEO. W. RICHARDS, *President.*

January 1, 1856.

New Jersey, ss. :

George W. Richards, president of the said The Camden and Atlantic Railroad Company, being duly sworn, saith that the foregoing report, made in behalf of the said company, is true,

to the best of this deponent's knowledge, information, and belief.

GEO. W. RICHARDS.

Sworn and subscribed before me at Trenton, this 29th day of January, 1856.

THOMAS P. CARPENTER,
Master in Chancery.



REPORT

OF THE

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY,

FOR THE YEAR 1855, TO JANUARY, 1856.

The capital stock of this company is,	-	-	\$150,000.00
The funded debt, -	-	-	72,800.00
Other indebtedness, -	-	-	56,420.51
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Total cost of road and its equipments,	-	-	\$279,220.51
<hr/>			

The road has been worked during the past year, by the Belvidere Delaware Railroad Company. They have received for the business done on this road—

For passengers,	-	-	-	-	-	\$4,846.62
“ freight,	-	-	-	-	-	3,893.83
“ mail,	-	-	-	-	-	91.66
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Making in all,	-	-	-	-	-	\$8,832.11
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The expenses of the Belvidere Delaware Railroad Company for working this road, are estimated at eight thousand eight hundred dollars.

No dividends have been made.

On the twenty-sixth day of January, eighteen hundred and fifty-five, the engine of the morning train down broke an axle

and ran off the track near Mount Airy, about three miles above Lambertville. A lad named Joseph Sproat fell from the engine, and it fell upon him, thereby causing his death. He was, or had been, in the service of the company, but was not then employed on the train, and was riding upon the engine against the rules of the company, and the remonstrance of the engineer. Conductor, William H. Williamson; engineer, H. A. Williamson. Both retained in the employ of the company.

C. BARTLES, *President.*

State of New Jersey, Hunterdon County, ss.:

Charles Bartles, president of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is in all respects just and true, according to the best of his knowledge, information and belief.

C. BARTLES.

Sworn and subscribed at Flemington, January twenty-eighth, eighteen hundred and fifty-six.

J. F. DUMONT,
Master in Chancery.

ANNUAL REPORT

OF THE

PATERSON & RAMAPO RAILROAD COMPANY.

Capital stock actually paid in,	- - -	\$248,225.00
Amount of funded debt,	- - -	100,000.00
Amount of other debts unsettled, about	- -	1,200.00
Cost of road and equipments,	- - -	350,000.00
Income, rent from New York and Erie Railroad Company,	- - - - -	26,500.00
Amount of dividends paid from earnings, six per cent. on two hundred and forty-eight thousand dollars,	- - - - -	14,880.00
Expenditures for contingencies, taxes, etc.,	-	2,782.94
Interest on bonds of one hundred thousand dollars at seven per cent.,	- - - - -	7,000.00

The said road being now under lease to and managed by another company, sanctioned by the legislature of New Jersey, this company have no other knowledge of the matters required than the above statement.

All which is respectfully submitted.

GOUVERNEUR MORRIS, *President.*

New Jersey, ss.

Gouverneur Morris, being duly sworn, on his oath saith, that he is the President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

GOUVERNEUR MORRIS.

Sworn and subscribed, January twenty-ninth, Anno Domini,
eighteen hundred and fifty-six, before me,

JAMES S. NEVIUS,

Master in Chancery.

REPORT

OF THE

SUSSEX RAILROAD COMPANY.

The first annual report of the Sussex Railroad Company, made to the legislature of New Jersey, in conformity with the statute, for the year ending December thirty-first, Anno Domini, eighteen hundred and fifty-five.

The amount of capital stock actually paid in, is \$150,000.00

The amount of funded debt is - - - 150,000.00

The amount of floating debt is - - - 52,464.31

The cost of road and equipments, including interest and loss, is - - - - - 352,464.31

The number of miles run by passenger and freight trains is about 20,000 miles.

The expenditure for working the road, including repairs, motive power and contingencies, have been, since the eleventh day of December, 1854, to thirty-first December, 1855, - - - \$29,891.18

The amount paid for interest on bonds and floating debt, has been - - - - - 10,005.66

The income of the road, from the opening thereof to the 31st December, 1855, has been - - 27,969.28

No dividends have been paid or earned, and no accidents have occurred involving injury to life or limb.

Thomas Hewitt, being sworn, doth depose and say, that he is the president of the Sussex Railroad Company, that the above statement of the business of the said road is true, to the best of his knowledge and belief.

THOMAS HEWITT.

Sworn and subscribed at Newton, January 29th, 1856,
before me,

DAVID THOMPSON,
Master in Chancery.

ANNUAL REPORT

OF THE

BURLINGTON AND MOUNT HOLLY RAIL- ROAD COMPANY.

Annual report of the Burlington and Mount Holly Railroad Company, containing an account of their capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for the working of the road; also the receipts for passengers and freight, &c., for the year ending December the thirty-first, Anno Domini, one thousand eight hundred and fifty-five.

The capital actually paid in for two thousand eight hundred shares of stock at \$25 per share,	\$70,000.00
Borrowed from the earnings of the road and appropriated to construction, - - - - -	9,551.20
Borrowed on mortgaged bonds, - - - - -	20,000.00
	<hr/>
	\$99,551.20

The company is also indebted to the Camden and Amboy Railroad Company for iron rails used in the construction of the road, the amount of which has not as yet been ascertained. The amount will not probably exceed - - - - -	15,000.00
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The cost of the road, buildings, wharf, &c., without including the amount due to the Camden and Amboy Railroad Company, as above, is	\$86,708.69
Locomotives and cars, - - - - -	12,842.51
	<hr/>
	\$99,551.20

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad Company from January first to December thirty-first, eighteen hundred and fifty-five :

To amount received from passenger travel,	-	\$15,914.18	
" " " freight,	- - -	6,639.30	
" " for carrying U. S. Mail,	-	300.00	
" " " rent of real estate,	-	136.00	
			<hr/>
			\$22,989.48
By pay roll for running trains,	-	\$3,831.93	
Repairs of road, ties, spikes, etc.,	-	2,684.59	
" locomotives,	- - -	1,133.03	
" cars,	- - -	183.28	
Wood, etc.,	- - -	1,582.28	
Water,	- - -	120.00	
Expenses, (incidental),	- - -	1,372.80	
Oil,	- - -	255.65	
Printing and stationery,	- -	151.51	
Camden and Philadelphia Ferry Com-			
pany, for ferriage,	- - -	937.95	
Interest on bonds of the company,	-	1,200.00	
Dividends declared on seventy thousand			
dollars of stock at five per cent. per			
annum,	- - -	3,500.00	
			<hr/>
			16,853.02
			<hr/>
			\$6,136.46

State of New Jersey, Burlington County, ss. :

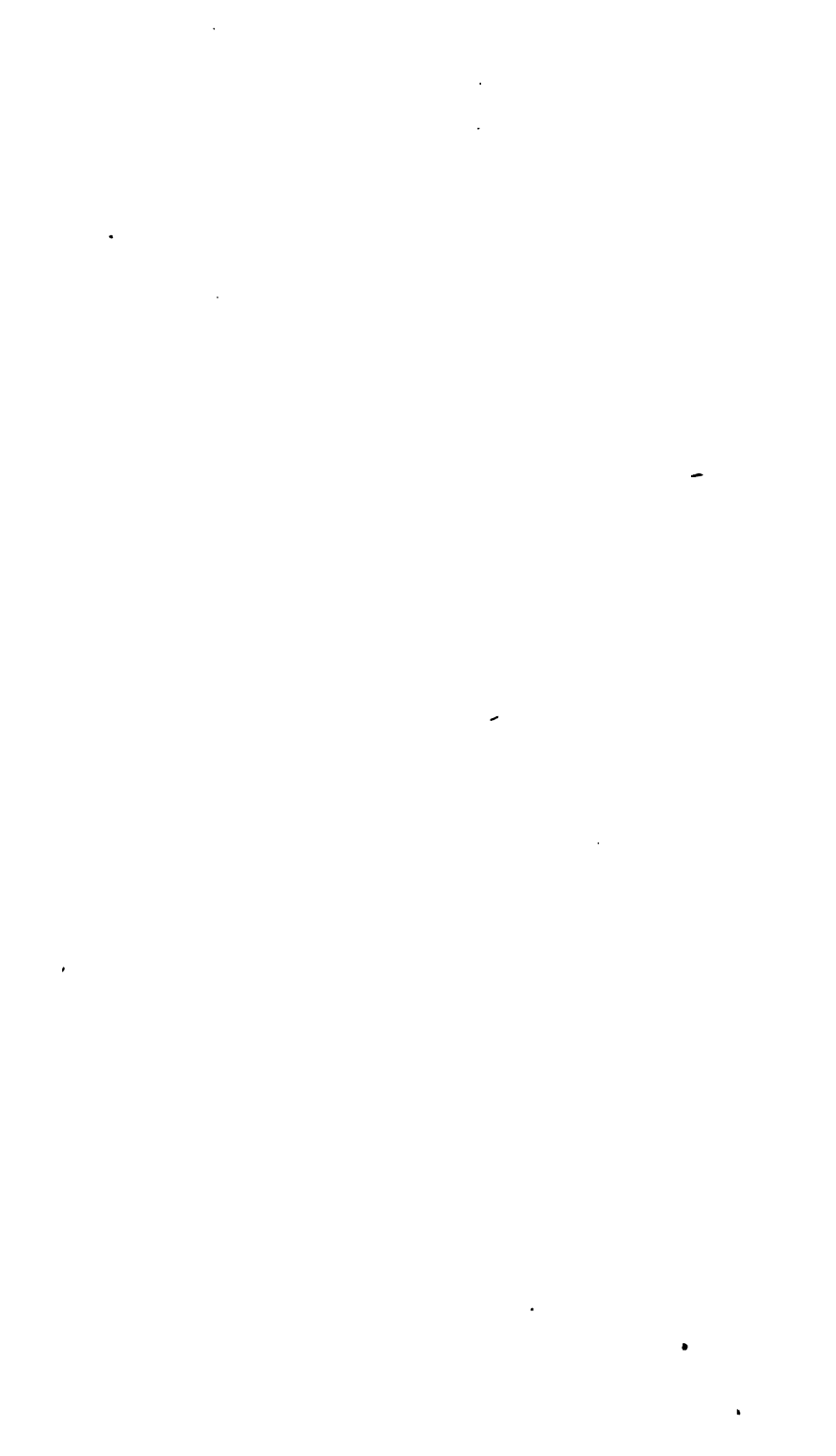
Charles Bispham, President of the Burlington and Mount Holly Railroad Company, being duly sworn according to law, doth depose and say that the foregoing report contains a true statement and account of the capital stock of the said the Burlington and Mount Holly Railroad Company, actually paid in, and the amount of funded and other debts of said company; also the cost of said road and equipments; also the expenditures for working the road, including repairs, maintenance of

way, motive power, and contingencies; also the income from passengers, freight, and other sources; and also the amount of dividends, and further saith not.

CHARLES BISPHAM,
President of B. & M. H. R. R. Co.

Sworn and subscribed this twenty-eighth day of January, eighteen hundred and fifty-six, before me, a Master in Chancery of New Jersey.

C. H. HOLLINSHEAD,
Master in Chancery.



REPORT

OF THE

BELVIDERE RAILROAD COMPANY

FOR THE YEAT 1855.

In compliance with an act of the Legislature of the State of New Jersey, approved the twenty-fourth day of February, eighteen hundred and fifty-two, the Belvidere Delaware Railroad Company make the following report :

The capital stock of the Belvidere Delaware

Railroad Company and all paid in is	\$1,000,000.00
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The funded debt is as follows :

Mortgage bonds, all sold,	1,000,000.00
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Mortgage bonds, \$500,000, (of which are sold)	305,000.00
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Making the whole funded debt,	1,305,000.00
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OTHER DEBTS.

Owing to the Delaware and Raritan Canal and

Camden and Amboy Railroad Company,	\$164,000
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To other parties,	150,000
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Cost of road and equipments,	2,619,000
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The road has been in operation between Trenton and Phillipsburgh during the whole year. The part between Phillipsburgh and Belvidere was opened on the fifty of November.

The Belvidere Delaware Railroad and the Flemington Railroad were worked in connection by the Belvidere Delaware Railroad Company.

The receipts for business on the Belvidere Delaware Railroad were as follows, viz :—

For passengers,	\$79,836.17
For freight,	66,639.92
For mail and from other sources,	14,879.66
Total,	\$161,355.75

The receipts for business on the Flemington Railroad were as follows, viz :

For passengers,	\$4,346.62
For freight,	3,893.83
For mail,	91.66
	<hr/> 8,832.11

Making the total receipts of both roads, \$170,187.86

The expenditures for working the two roads during the year have been \$102,653.23, which includes about \$9,500 in value of wood and materials on hand, more than was on hand at the beginning of the year; about \$5,460, chargeable to construction, and about \$8,800, expense of working the Flemington Railroad, leaving \$78,893.23 as the proper net expense of working the Belvidere Delaware Railroad.

No dividends have yet been made by the company.

No person has been injured by accident on the trains on the Belvidere Delaware Railroad during the year.

State of New Jersey, ss.

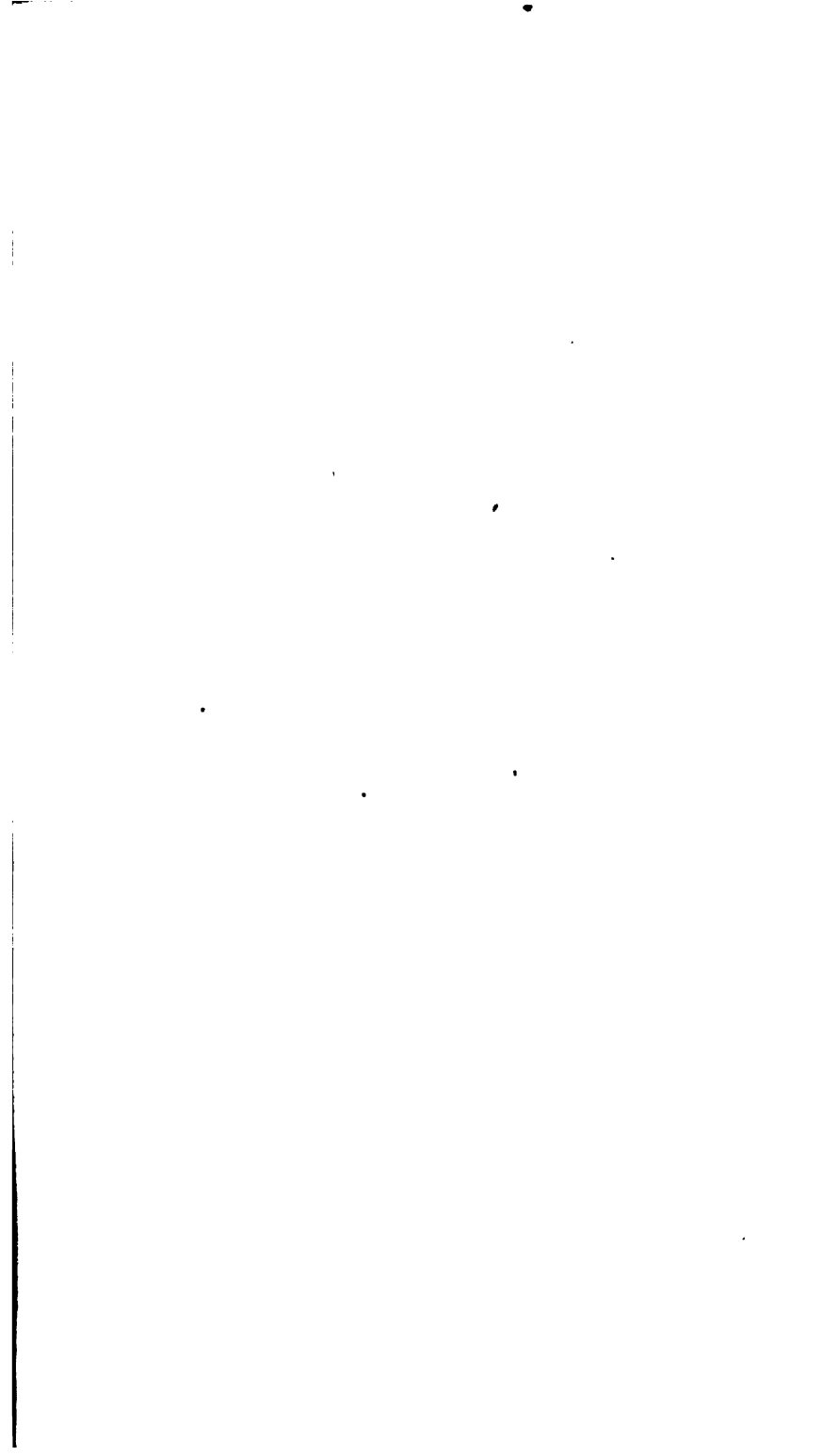
Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn on his oath, saith that the foregoing report is true, according to the best of his knowledge and belief.

CHARLES SITGREAVES,

President of the Belvidere Delaware Railroad Company.

Sworn and subscribed before me, at the city of Trenton, this thirty-first day of January, Anno Domini, eighteen hundred and fifty-six.

P. H. MULLORD, M. C. C.



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to passengers, employees or others, which have occurred on the ing September 30, 1855.

Whether passenger or employee; if employee, in what capacity.	Nature of accident.	Extent of injury.	Coroners verdict, if any, and remarks.
Blacksmith.....	Frog fell on his leg.	Bone fractured.	Resumed work in about 3 weeks
Laborer.....	Rail fell on his leg.	Leg broken.	Received the necessary care and recovered.
Laborer.....	Caving in of gravel pit.	Connell and Kerrens were badly crushed by the falling earth, and were injured internally. Cannon had one leg broken.	They were taken to Paterson by the way train, and received prompt attention. Connell died the same day, Kerrens lingered three days, and Cannon has since recovered.
Brakeman.....	Fell in attempting to climb from a flat car to a body car, and five cars passed over him.	Both legs broken.	Taken to Jersey City, where he died in about three hours after the accident. No inquest.
Passenger.....	Was leaning out of the car window, giving directions about her baggage, as the train was leaving the station, when her head came in contact with one of the posts supporting the roof of the depot.	Skull so severely fractured that she was almost instantly killed.	The verdict of the coroner's jury exonerated the company from all blame, but voted the building a nuisance
Neither.....	Endeavoring to cross the track, and was struck by the tender of engine backing.	Foot and ankle crushed.	Taken to the New York Hospital, where the limb was amputated just above the ankle.
Neither.....	Was walking on the track, and while attempting to avoid the train bound east, was struck by the engine of the train bound west	Leg broken.	Occurred in the deep rock cut at Bergen Hill. The fireman who, at the time was on the forward part of the engine, caught the person injured, and drew him upon the engine, thus saving his life. He was taken to the New York Hospital.
Neither.....	Was crossing Green street, Jersey City, while men were switching cars by means of a switch rope, attached to the engine. He attempted to cross behind the engine, and not seeing the rope, fell over it.	Car wheels passed over his arm, crushing and breaking the collar bone in several places. He was otherwise seriously injured, and survived but two days.	Coroner's jury censured the railroad company for not lighting the street better at that place, and for not having a watchman to warn persons of danger.
Passenger.....	In attempting to get on the train when in motion, his foot was caught in a frog and being thrown down, the cars passed over him.	One leg severed and the other broken. Lived but a short time.	Coroner's jury exonerated the company from all blame.
Neither.....	While walking on the track, was struck by the engine.	So severely injured that he lived but a short time.	Coroner's jury exonerated the company from all blame.



ANNUAL REPORTS

OF

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY,

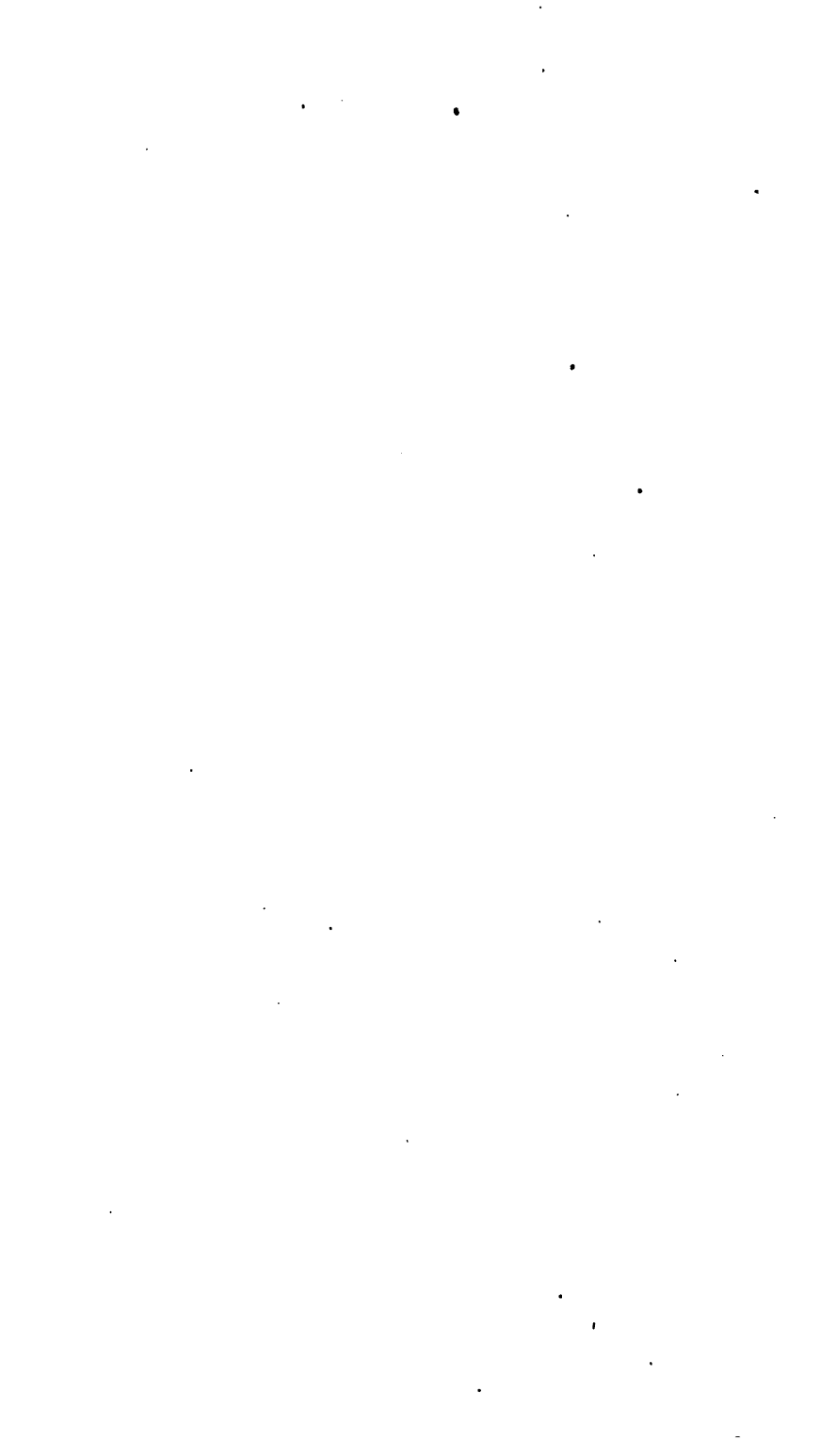
FOR THE YEAR 1856.

READ AND ORDERED TO BE PRINTED.

TRENTON:

PRINTED AT THE "TRUE AMERICAN" OFFICE.

1857.



REPORT

OF THE

CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY AND DELAWARE AND RARITAN CANAL COMPANY.

In compliance with the act of the legislature of the state of New Jersey, approved the twenty-fourth day of February, eighteen hundred and fifty-two, the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies make the following report:

- 1st. The capital stock paid in of the Delaware and Raritan Canal Company, . . . \$1,500,000
 The capital stock paid in of the Camden and Amboy Railroad and Transportation Company, 1,500,000
 Joint capital stock, 3,000,000
- 2d. The funded debts of the above companies, are :
 A loan at 6 per cent. interest, . . . \$800,000
 " 5 " " . . £210,000
 " 6 " " . . £225,000
 " 6 " " . . \$367,000
 " 6 " " . . \$800,000
 " 6 " " . . \$1,700,000

Also, a loan of \$2,500,000 authorised by the stockholders, of which only have been issued \$337,000 for subscriptions and advance to associated companies.

In addition to the above, there has been issued a loan for £185,000, for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds, at four dollars and eighty cents per pound sterling, bearing interest at five per centum per annum.

Also, for subscription to the Belvidere Delaware Rail-

road, the Freehold and Jamesburg Agricultural Railroad Companies, \$1,175,000 bearing an interest of six per centum per annum.

3d. The unfunded floating debt of the joint companies amount to \$376,353 87, and the companies have in store and on hand, not laid down, one thousand six hundred and fifty tons of railroad iron, worth \$82,500, at \$50, duty off.

The indebtedness to the companies, for advances to associated companies and from other sources, amount to \$423,917 63.

4th. Cost of the Camden and Amboy Railroad and equipments, . . . \$4,950,592 36
Cost of the Delaware and Raritan Canal and appurtenances, . . . 3,843,504 05

5th. The receipts of the Camden and Amboy Railroad and Transportation Company, for twelve months ending the thirty-first day of December, eighteen hundred and fifty-six, . . . \$1,640,787 52

And the expenses of Camden and Amboy Railroad and Transportation Co. for the same period, including repairs, maintainance of way, motive power, contingencies, steamboats, &c., 1,046,673 41

Leaving net, . . . \$594,114 11
The receipts of the Delaware and Raritan Canal Company, for the twelve months ending the thirty-first day of December, eighteen hundred and fifty-six, . . . \$511,331 44

The expenses of the Delaware and Raritan Canal Company, for the same period, including repairs, superintendence and management, and transit duty, . . . \$179,190 64

Leaving net, . . . \$332,140 80

Five dividends have been paid in cash during the past year of six per centum on the capital stock of the Joint Companies.

Report of accidents which have occurred upon the Camden and Amboy Railroad and Branch, during the year eighteen hundred and fifty-six, with the names of the parties injured, and the causes thereof.

January 18.—John Herbert, a fireman in the employ of the company, while engaged in procuring sand from under a platform, at Camden, was caught between said platform and a moving car, receiving such injuries as to cause death.

February 25.—James Clements, an extra fireman, while engaged in the performance of his duties on locomotive No. 41, fell from the engine, and was instantly killed. The accident occurred between New Brunswick and the Tank turnout. Charles Atkinson, conductor of the train, still in the employ of the company. R. B. Duncan, engine driver, continued in the service.

May 13.—Thomas Hancock, was instantly killed, and his wife slightly injured, at Sand Hills station. The deceased attempted to drive across the track with a pair of horses, in advance of the 2 P. M. express train from New York, which was slowly approaching, and came into collision with the locomotive. John R. Graham, conductor; Abner Houston, engine driver. Both are still in the service. The coroner's jury having examined the case, unanimously acquitted the company of all blame or censure.

June 19.—Mrs. Curtis, an elderly woman, on leaving a passenger train at South Amboy, accidentally slipped between the car and platform, whereby her leg was broken above the ankle. John R. Graham, conductor; John Sexton, engine driver. Both still in employ.

June 30.—An unknown man, in attempting to jump upon a moving train at Rancocas station, fell between the cars and platform, and received some slight bruises upon one arm and chin. D. T. Jefferies, conductor; E. Perry, engine driver. Both still employed.

July 4.—A small child, by the name of Phebe Ann Bloodgood, was run over and killed, near South Amboy, by the 6 A. M. train from Philadelphia. The child was sitting in the middle of the track, and was unperceived by those upon the locomotive. John R. Graham, conductor, and John Sexton, engine driver. Both still in the service of the company.

July 17.—A boy by the name of Hughes, residing at New Brunswick, had both legs broken, at that place, by attempting to jump upon a wood train that was in motion.

September 18.—A small girl, standing near the track in the city of Burlington, was struck by the outside gearing of the locomotive attached to the 6 A. M. train from New York. No bones were broken, and injury very slight. Samuel Fennimore, conductor; A. Houston, engine driver. Both still employed.

September 22.—A man by the name of John Smith, while intoxicated, got out of the rear car, upon the bridge at Bordentown, instead of the passenger platform, he fell through the railing to the ground, a distance of several feet, and received such injuries as to cause death in a short time. Charles Parker, conductor; E. Perry, engine driver. Both retained. The acting coroner and the friends of deceased, deemed an inquest unnecessary.

November 24.—Michael Mulvey, an Irish lad, fourteen years of age, undertook to get upon a gravel train, as it was passing Stout's turnout; he missed his hold and fell; the engine and one car passed over his body instantly killing him. The acting coroner, having examined the above case, deemed it unnecessary to hold any inquest.

December 29.—Charles Stiles, a train guard upon the 6 A. M. train from Philadelphia, was struck by the bridge at Cranberry station, (he being out of his place,) and wounded upon the head, but not dangerously. John R. Graham, conductor; Abner Houston, engine driver. Both employed at the present time.

State of New Jersey, ss :

Before me, James S. Green, one of the Masters in the Court of Chancery of said state, personally appeared William Cook, President *pro tem.* of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge and belief.

WILLIAM COOK, *President pro tem.*

Sworn and subscribed before me, at Princeton, this fourteenth day of January, eighteen hundred and fifty-seven.

JAMES S. GREEN,
Master in Chancery.

State of New Jersey, ss :

Before me, James S. Green, one of the Masters in the Court of Chancery of said state, personally appeared R. F. Stockton, President of the Delaware and Raritan Canal Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true, according to his best knowledge and belief.

R. F. STOCKTON,
President D. & R. Canal Co.

Sworn and subscribed before me, at Princeton, this fourteenth day of January, eighteen hundred and fifty-seven.

JAMES S. GREEN,
Master in Chancery.

REPORT

OF THE

MORRIS CANAL AND BANKING COMPANY,

MADE TO THE

LEGISLATURE OF NEW JERSEY,

IN COMPLIANCE WITH THE LAW OF 1852, AND THE SUPPLEMENT
OF 1853.

Capital stock paid in,	\$1,789,000 00
Debts, funded and other,	506,855 48
Cost of canal and appurtenances,	2,402,355 08
Repairs of 1856,	59,794 87
Navigation, lock and plane tending,	26,811 12
Superintendence and management,	19,689 43
Income from passengers, freight and other sources,	313,026 15
Dividends paid in cash.	76,400 00

State of New Jersey, Hudson County, to wit :

Before me, personally appeared Ephraim Marsh, who, by me being duly sworn according to law, did depose and say, that he is President of the Morris Canal and Banking Company; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of said company actually paid in, and the amount of funded and other debts of said company; also, of the cost of said canal and appurtenances; also, of the expenditures for repairs, superintendence and management of the same; also, the income during the year eighteen hundred and fifty-

six, from passengers, freight and other sources, and the amount of dividends, and how paid, arranged as above set forth, under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this sixteenth day of January, Anno Domini, eighteen hundred and fifty-seven.

P. D. VROOM,
Justice of the Peace.

ANNUAL REPORT

OF THE

BURLINGTON AND MOUNT HOLLY RAILROAD CO.,

Containing an account of their capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for the working of the road ; also the receipts for passengers, freight, &c., for the year ending December the thirty-first, A. D. one thousand eight hundred and fifty-six, (1856.)

The capital stock actually paid in for 2800 shares of stock, at \$25 per share,	. \$70,000 00
Borrowed from the earnings of the road and appropriated to construction,	. 21,396 60
Borrowed on mortgaged bonds,	. 20,000 00
	<hr/>
	\$111,396 60
The cost of the road, buildings, wharves, &c.,	\$98,554 09
“ locomotives and cars,	. 12,842 51
	<hr/>
	\$111,396 60

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad Company, from January first to December thirty-first, A. D. eighteen hundred and fifty-six :

RECEIPTS.

To amount received from passenger travel,	\$13,752 67
“ “ “ freight, .	6,797 83
“ “ for carrying U. S. Mail,	312 50
	<hr/>
	\$20,896 33

DISBURSEMENTS.

By pay roll for running trains, .	\$3,191 30
" repairs of road, . . .	2,454 64
" " of locomotives, . . .	183 21
" " of cars, . . .	541 38
" wood, . . .	3,086 63
" water, . . .	145 50
" oil, . . .	234 06
" expenses, (incidental,) .	1,218 57
" Camden and Philadelphia Ferry Company, (ferriages,) . .	675 08
" printing and stationery, .	135 51
" interest on bonds of company, &c.	1,205 00
" dividends declared on \$70,000 of stock at 5 per cent. per annum,	3,500 00
Balance, . . .	4,325 45—20,896 33

State of New Jersey, Burlington County, ss :

Charles Bispham, President of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is in all respects just and true, according to the best of his knowledge, information and belief.

CHARLES BISPHAM,
President B. & M. H. R. R. Co.

Sworn and subscribed this thirteenth day of January,
A. D. eighteen hundred and fifty-seven, before me,

C. H. HOLLINGSHEAD,
Master in Chancery.

ANNUAL REPORT

OF THE

PATERSON AND HUDSON RIVER RAILROAD CO.,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The President of the Paterson and Hudson River Railroad Company respectfully reports :

Capital—That the capital stock of the said company is now \$630,000 00

Cost—The cost of said road, including land, depot, buildings and appurtenances, is 630,000 00

Debts—There is no funded debt of this company..

Income—The rent of the road, depot, &c., is, per annum, 53,400 00

Dividend—Two dividends of 4 per cent. each, amounting to and which has been paid in cash last year, 50,400 00

Operating—The said road being now under lease to, and managed by another company, sanctioned by the legislature of this state, this company has no other knowledge of the matters required than the above statement.

All which is respectfully submitted.

JNO. COLT, *President..*

Dated, January 12th, 1857.

New Jersey, ss.

Personally appeared before me, John Colt, who being duly sworn according to law, deposeth and saith that he is Presi-

dent of the Paterson and Hudson River Railroad Company,
and that the foregoing statement is true to the best of his
knowledge and belief.

JNO. COLT.

Sworn and subscribed before me, this twelfth day of Jan-
uary, A. D., eighteen hundred and fifty-seven.

A. S. PENNINGTON,
Master in Chancery.

REPORT

OF THE

PATERSON AND RAMAPO RAILROAD CO.

FOR THE YEAR 1856.

Capital stock actually paid in,	\$248,225 00
Amount of funded debt,	100,000 00
Cost of road and equipments,	350,000 00
Income—Rent from the New York and Erie Railroad Company,	26,500 00
Amount of dividends paid from earnings, seven per cent. on \$248,000 00,	17,360 00
Expenditures for contingencies; taxes, &c.,	2,835 17
Interest on bonds of \$100,000 00, at seven per cent.,	7,000 00

The said road being under lease to, and managed by the New York and Erie Railroad Company, under sanction of the legislature of New Jersey, this company have no knowledge of the other matters required.

All which is respectfully submitted.

GOUVERNEUR MORRIS, *President.*

State of New York, city and county of New York :

Gouverneur Morris, being duly sworn, on his oath saith. that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

GOUVERNEUR MORRIS.

*Report of accidents on the Paterson and Hudson River and
Paterson and Ramapo Railroads.*

October 4, 1855.—Maria Robinson, Paterson, passenger on New York express train. George Wittels, conductor. In attempting to jump off the cars while in motion, slipped and fell under the wheels; right leg cut off and left badly crushed; taken to the New York hospital; no knowledge as to her death or recovery. No discharge.

October 23.—Robert Brown, neither passenger or employee, Bergen, way train. V. Y. Thompson, conductor. Was walking on the eastward bound track, and seeing a train approaching from the west, stepped on the westward bound track, not seeing the way train, was struck by the locomotive and instantly killed. Body was brought to Jersey City, and after an examination by a Justice of the Peace, was delivered to relations for interment. No inquest held. No discharge.

April 10, 1856.—John Frazer, passenger, Paterson, mail train east. N. H. Kimball, conductor. In the act of jumping from the train while in motion, slipped and fell under the cars; leg crushed; conveyed to the New York hospital, where he died April seventeenth. Deceased was said to have been intoxicated at the time of the accident. No discharge.

May 4, 1856.—Owen Smith and Barney Reynolds, neither passengers or employees, Bergen, milk train east. L. A. Green, Conductor. These persons were supposed to be either sleeping or walking on the track, on account of the darkness of the night were not seen by the engineer in time to prevent the accident. They were literally cut to pieces. Coroner's verdict exonerates the company from all blame. No discharge.

The New York and Erie Railroad Company have operated during the past year, the roads of the Paterson and Hudson River Railroad Company and of the Paterson and Ramapo Railroad Company, under the leases made by said compa-

nies, in connection with the New York and Erie Railroad, and have repaired and maintained said roads, and furnished all the motive power used thereon; and the particulars of such operations and expenditures have been kept as part of the general accounts of the company, and cannot be more particularly specified by them as applicable exclusively to said roads.

City and County of New York, ss :

I, Homer Ramsdell, President of the New York and Erie Railroad Company, being duly sworn, depose and says, that the above report is true and correct to the best of his knowledge and belief.

HOMER RAMSDELL, *President.*

Sworn to before me, this twenty-second day of January, eighteen hundred and fifty-seven.

E. W. BROWN,
Commissioner of Deeds.

REPORT

OF THE

CAMDEN AND ATLANTIC RAILROAD COMPANY,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY, JAN. 1, 1857.

In obedience to the act passed the twenty-fourth of February, eighteen hundred and fifty-two, entitled "An act respecting annual reports to the legislature of railroad and canal companies," the Camden and Atlantic Railroad Company present the following report:

Capital stock paid in,	\$416,790 84
Funded debt,	939,600 00
Floating debt,	611,254 12
Cost of road and equipments,	1,738,171 05
Interest paid during the year 1856,	40,387 21

RECEIPTS OF THE ROAD FOR THE YEAR 1856.

From passengers,	\$81,819 85
" freight, .	34,783 20
" other sources,	1,286 00
	<hr/> \$117,889 05

EXPENSES OF THE ROAD FOR THE YEAR 1856.

For working said road, including repairs, maintenance of way, motive power and contingencies,	\$72,365 57
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State of New Jersey, County of Camden, ss. :

George W. Richards, President of the Camden and Atlantic Railroad Company, being duly sworn according to law,

saith that the foregoing statement of the affairs of said company is in all respects true, to the best of the knowledge of this deponent..

•GEO. W. RICHARDS. .

Subscribed and sworn before me, Philip J. Gray, one of the Justices of the Peace in and for said county, this twenty-sixth day of January, eighteen hundred and fifty seven.

P. J. GRAY.

REPORT

OF THE

SUSSEX RAILROAD COMPANY.

The second annual report of the Sussex Railroad Company, made to the legislature of New Jersey, in conformity to the statute, for the year ending December thirty-first, eighteen hundred and fifty-six :

The amount of capital stock actually paid in,	
is	\$150,000 00
The amount of funded debt is	150,000 00
The amount of floating debt is	55,164 32

The total cost of the road to the stockholders, exclusive of loss of interest, is therefore, .	\$355,164 32
The number of miles run by passenger and freight trains, is about	20,000 00
The expenses of working the road, including motive power, repairs, and contingencies, have been,	\$19,935 32
The amount paid for interest on bonds and floating debt, has been,	12,344 50
The income of the road has been,	29,579 81
No dividends have been paid, but an actual loss on the year's business has been made of	2,700 01

One man, named Patrick McNainy, a brakeman in the employ of the company, was killed in consequence of the train being thrown from the track by a cow. No engine was attached to the train, which was in charge of George Everett, who is no longer in the employ of the company.

—— Lawrence, a brakeman in the employ of the com-

pany, had his leg broken while trying to uncouple the cars when in motion. The train was in charge of Robert Quackenbush, conductor, and run by Charles Sharp, engineer; both still in the employ of the company.

No other injury to life or limb has occurred during the year.

State of New Jersey, Sussex County, ss :

Thomas Hewitt, President of the Sussex Railroad Company, being duly sworn, on his oath saith that the foregoing statement is true, to the best of his knowledge and belief.

THOMAS HEWITT,

President.

Sworn and subscribed at Newton, January twenty-second, eighteen hundred and fifty-seven, before me.

DAVID THOMPSON,

Master in Chancery.

ANNUAL REPORT

OF THE

NEW JERSEY RAILROAD COMPANY.

JANUARY 1, 1857.

In obedience to the act passed February twenty-four, eighteen hundred and fifty-two, entitled "An act respecting annual reports to the legislature of railroads and other companies," the New Jersey Railroad and Transportation Company presents the following report.

Capital stock, . . . \$3,485,000 00

Funded debt, including \$485,000,

the cost of the property and
privileges purchased, of the
Jersey associates, . . .

743,000 00

Profit and loss, being surplus
earnings expended in the
construction of the road, and
in the payment of the prop-
erty stated below, 207,796 30

Less paid for re-
laying the road

with new rails, 11,200 00

196,596 30

Dividend 1st January, payable
2d February, 1857,

174,237 50

————— \$4,598,833 80

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructure iron, passenger and freight sta- tions, buildings and fixtures, engine and car-houses, work shops, machinery and fix- tures, engineering, land and land damages,	\$3,238,992 26
Locomotives, tenders and snow plows,	131,847 34
Cars, passenger, freight and baggage,	146,340 63
PROPERTY, VIZ:	
Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the pro- perty and privileges purchas- ed of the Jersey associates for four hundred and eighty-five thousand doll's,) \$963,733 09	
Cash in bank, and cash items on demand,	117,920 48
	1,081,653 57
	<hr/> \$4,598,833 80

RECEIPTS.

From passengers,	\$665,316 41
“ freight,	87,060 56
“ U. S. Mail rents, express freights and other sources,	158,260 64
	<hr/> 910,637 61

EXPENSES.

Maintaining railroad bridges and buildings, . . .	\$74,037 09	
Repairs of locomotives, cars and machinery, . . .	53,988 31	
Fuel, cost and labor in preparing,	64,560 13	
Operating the road, and transporting of passengers and freight,	198,584 29	
Office expenses, salaries and contingencies,	9,546 07	
	<hr/>	400,715 89
		<hr/>
		\$509.921 72

Interest on bonds,	\$43,635 00	
Transit duties on passengers and freight,	16,133 88	
Tax on capital stock, . . .	17,425 00	
Dividend in cash, August and February,	348,470 00	
Profit and loss to surplus earnings,	85,257 84	
	<hr/>	\$509,921 72

OPERATIONS OF THE COMPANY DURING THE YEAR 1856.

The number of passengers, and tons of goods, wares and merchandise transported over the New Jersey Railroad during the year 1856.

Passengers passing over the whole line of the road,	305,293
Between Jersey City and Newark,	1,141,603
“ “ and Elizabeth,	115,873½
	<hr/>
Carried forward,	1,562,769½

Brought forward,	1,562,769½
Between Jersey City and Rahway,	69,580
“ “ and Union and Metuchin,	9,618
“ “ and New Brunswick,	88,805½
“ “ and all intermediate places,	548,140½

Total, two million two hundred and seventy-eight thousand nine hundred thirteen and one-half, 2,278,913½

	Tons.
Goods, wares and merchandise passing over the whole line of the road	1,894½
Between Jersey City and Newark,	33,524
“ “ and Elizabeth,	2,414½
“ “ and Rahway,	5,014
“ “ and New Brunswick,	13,285
“ all intermediate places,	12,556

Total, sixty-eight thousand six hundred and eighty-eight tons, 68,688

Number of miles run by passenger, freight and other trains, 407,632

H. J. SOUTHMAYD, *Treasurer.*

T. WOLCOTT JACKSON, *Secretary.*

JOHN P. JACKSON, *Gen. Superintendent.*

JOHN S. DARCY, *Pres. N. J. R. R. and Tr. Co.*

OFFICE NEW JERSEY RAILROAD AND TR. CO., {
New York, January 26, 1857. }

State of New Jersey, ss:

Before me, John P. Jackson, one of the Masters in the court of Chancery of said state, personally appeared John S. Darcy, President of the New Jersey Railroad and Transportation Company, who, being duly sworn, doth declare that the within report, including the accidents on the New Jersey

Railroad, for the year eighteen hundred and fifty-six, as certified by James W. Woodruff, so far as concerns the New Jersey Railroad and Transportation Company is true, according to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me at Trenton, this twenty-seventh day of January, eighteen hundred and fifty-seven.

JOHN P. JACKSON,

Master in Chancery.

Accidents that have occurred during the year eighteen hundred and fifty-six on the New Jersey Railroad, and the cause of the same, with the names of the persons injured, and the extent of those injuries, also the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineer and conductor are still in the employ of the Company.

February 4.—A lady, named Mrs. Cornell, jumped from the two P. M. train, while the cars were in motion, coming in at Jersey City, and had her leg broken below the knee; she was sent to her residence in Orange. N. S. Douglass, conductor, still in the employ of the company.

February 22.—A colored man, named Alex. Lowry, of Newark, jumped from the 6:15 P. M. train from New York, while the train was entering the Market street depot, struck against the post of the gate, dislocated his shoulder, and otherwise bruised. Not considered fatally injured. J. Counsellor, conductor; Henry Hummel, engineer. Still in the employ of the company.

March 31.—A man, named Michael Rovery, injured his arm and some of his ribs, by being caught between the iron fence and car in attempting to get on the train while in motion, at the Market street station, Newark. Recovered. J. T. Frazee, conductor; Ralph Page, engineer. Still in the employ of the company.

April 9.—A man, named David Flemming, jumped from the 7:30 A. M. train, at the Market street station, Newark,

and dislocated his ankle. He was taken to a friend's house, as requested. Doing well. N. L. Douglas, conductor; Ralph Page, engineer. Still in the employ of the company.

May 15.—A man, named John McQuade, laborer in the starch factory, jumped from the rear of a train which had stopped in Bergen Hill to take on some workmen. He got on also, and jumped off and was considerably injured. Believed to have recovered. He was taken to his boarding house.

May 26.—A child of Mr. Tillou was slightly injured while playing on the track near Elizabeth, as the 1 P. M. train from New York was approaching Elizabeth. A daughter of Mr. T., with a child in her arms, came out of the house to save the child on the track, consequently two of them were struck and slightly injured. Wm. L. Ross, conductor; Chas. Hutton, engineer. The former is still in the employ of the company.

June 9.—A man, named John McTinnets, laborer on gravel train, was struck by the engine in attempting to cross the track at Jersey City, and killed. The train passed over him. Oscar Durand, engineer; Wm. Martin, conductor. The latter still in the employ of the company.

July 15.—The 5 P. M. Philadelphia train struck and killed a man while walking on the track near the Hackensack bridge. His name was J. Miller Denman. Every effort was made to save him, but to no purpose. William Coulter, conductor; R. Vansickle, engineer. Still in the employ of the company.

July 19.—A man, named Thomas Daily, was killed near Rahway, and John Garl also injured, by the breaking of an axle of an iron and lumber train. Both employees on the road. The latter recovered. William Martin, conductor; John Sindle, engineer. Both still in the employ of the company.

July 22.—A man, name unknown, supposed to be insane, was seen several times by the engineers of different trains, during the day, walking on the track between Elizabeth and Newark. The 4:10 P. M. train from Newark overtook him

near the Hackensack bridge, and when within ten rods of him, he stepped directly on the track and was killed. L. H. Roc, conductor; Garret Lyman, engineer. Still in the employ of the company.

August 26.—A German, named Peter Emeric, jumped from a train near Elizabeth, while in motion, injuring his head, forehead, and nose; also, the wheel run over three of his toes. He was taken to Newark, and placed in possession of his friends, as he desired. John Headden, conductor, and Ralph Page, engineer. Still in the employ of the company.

August 31.—A boy, son of John Slater, of New York, was injured in the foot, below the ankle, by attempting to step between the cars before they were stopped, while running in the Jersey City depot, caught it between the bumpers. John Headden, conductor. Still in the employ of the company.

September 23.—An old gentleman, named Peter Van Lieu, of New Brunswick, by his own misfortune, fell from the rear of the baggage car of the freight train, in attempting to put a large easy chair in the car before the train was ready and backing to be coupled, unbeknown to the conductor, and was considerably injured. Allen Grinstead, conductor; John Devine, engineer. Still in the employ of the company.

October 7.—A boy, named Fairchild, of Newark, not a passenger, jumped off the cars while drilling. The wheels passed over his arm, after which it was amputated.

October 23.—A fireman, named W. M. Jackson, jumped from an engine, while in motion, near Uniontown, injuring his head and one of his legs. He was taken to his residence in New York. Now doing well.

October 23.—A man, named Patrick Moran, was knocked down at Newark, by an engine of the gravel train, while walking on the track, injuring one of his hands, causing amputation—after which he was taken to Brooklyn.

November 15.—A man, named John Barton, captain of a schooner from North Carolina, was caught between the fence and cars, while walking on the track near the canal bridge, Newark, and slightly injured. Isaac T. Frazee, conductor;

Wm. Gordon, engineer. Still in the employ of the company.

November 25.—A man, name unknown, jumped from a train in Bergen Hill, while it was in motion, slightly bruising his head. He was taken to Newark. J. Counsellor, conductor. Still in the employ of the company.

December 13.—A German, named Jacob Bender, jumped from a train after it had passed the Chesnut street depot in Newark, (it being a train that did not stop at that station,) and was killed. Wm. L. Ross, conductor. George Woolsey, engineer. Still in the employ of the company.

RECAPITULATION.

Passengers or others killed or injured while in the cars,	0
Employees killed by jumping from trains while in motion,	1
Employees injured by jumping from trains while in motion,	2
Passengers killed by jumping off the cars while in motion,	1
Passengers injured by jumping on and off the cars while in motion,	7
Persons not passengers injured by jumping on and off the cars while in motion,	3
Persons not passengers slightly injured on the track,	4
Persons not passengers killed while walking on the track,	3
	<hr/>
	21

I certify the foregoing to be a true transcript from the records of accidents sustained by the New Jersey Railroad and Transportation Company.

JAMES W. WOODRUFF,
Assistant Superintendent.

January 26, 1857.

ANNUAL REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Showing the condition of the company on the first day of January, eighteen hundred and fifty-seven, and the operations of the company for the year eighteen hundred and fifty-six :

Capital stock,	.	.	.	.	\$1,157,805 00
Funded debt,	.	.	.	.	840,000 00
Floating debt,	.	.	.	.	12,500 00
Contingent fund,	.	.	.	.	213,102 57

\$1,723,407 57

Cost of road and its appendages,	.	.	.	.	\$1,652,927 81
Paid on subscription to capital stock of Newark and Bloomfield Railroad Co.,					40,228 41
Morris and Essex Telegraph Co., capital stock of	.				2,000 00
Wood on hand, paid for value of	.	.	.		9,000 00
Cash and bills receivable,	.				19,251 35—1,723,407 57

The above includes all indebtedness of the company, except wages due to men for the month of December last, and

a few other items, payable on presentation. There is due the company sundry accounts for the transportation of freight, mails, &c., sufficient in amount to pay all such debts.

Income from passengers, freight, and other sources during the year.

From passengers,	\$142,154 65
" freight,	93,390 83
" mails and sundries,	10,040 33
	<hr/>
	\$245,585 81

EXPENSES.

Paid for repairs, maintenance of way, motive power and contingencies,	\$133,859 88
" interest on debt of company,	25,475 77
	<hr/>
	\$159,335 65

DIVIDENDS.

One semi-annual dividend, and two semi-annual interest dividends, have been made in the last year, payable in cash, amounting to forty-three thousand five hundred and seventy-two dollars and fifty-two cents, (\$43,572 52.)

NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year, two hundred and ninety-eight thousand nine hundred and twenty-two persons, exclusive of commuters and those who ride free. The following statement shows the number of passengers carried between Newark and the several stations on the road :

Between Newark and Orange,	102,767
" " " South Orange,	14,382
" " " Stone House,	1,897
" " " Milburn,	19,278
" " " Summit,	9,800
	<hr/>
Carried forward,	148,124

Brought forward,	148,124
Between Newark and Chatham,	5,840
" " " Madison,	17,028
" " " Morristown,	41,981
" " " Morris Plains,	1,985
" " " Denville,	5,814
" " " Rockaway,	5,178
" " " Dover,	8,396
" " " Drakesville,	3,454
" " " Stanhope,	3,057
" " " Waterloo,	5,627
" " " Hackettstown,	7,744
Way passengers,	44,694
	<hr/>
	298,922

NUMBER OF MILES RUN BY TRAINS.

The number of miles run by the trains of the company during the year, is as follows :

Passenger trains,	99,039 miles
Freight "	31,257 "
Gravel and wood trains,	10,000 "
	<hr/>
	150,296 "

ACCIDENTS.

Not a passenger or employec of the company has been in any manner injured during the past year.

On the evening of the 10th January last, as a locomotive was crossing Broad street, Newark, two men said to be intoxicated, were driving a horse and sleigh down Broad street at quick speed, disregarding all attempts of the flag-man and others to stop them; they attempted to cross the track in front of the locomotive. As the horse came near the locomotive, he wheeled suddenly, upsetting the sleigh and throwing the men out. One of them, named Henry G. Rodgers, was injured so that he died in a few days.

JOEL W. CONDIT, V. P.

New Jersey, Essex county, ss :

Joel W. Condit, above named, being duly sworn on his oath, saith that the facts, matters and things in the foregoing statement and report contained, are true, to the best of his knowledge, information and belief.

JOEL W. CONDIT, *V. P.*

Sworn and subscribed before me, this twenty-seventh day of January, A. D. eighteen hundred and fifty-seven.

ARAM G. SAYRE,

Master in Chancery of New Jersey.

REPORT

OF THE

NEWARK AND BLOOMFIELD RAILROAD COMPANY.

To the Honorable the Legislature of New Jersey :

The Newark and Bloomfield Railroad Company, respectfully render to the legislature, the following statement of affairs on the first day of January, eighteen hundred and fifty-seven, and their operations for the year eighteen hundred and fifty-six.

Capital stock paid in to 1st January, 1857,	\$87,348 41
Floating debt,	12,346 46
	<hr/>
	\$99,694 87
Cost of road and its appendages,	\$98,437 42
Cash, bills receivable,	1,257 45
	<hr/>
	\$99,694 87

INCOME FROM PASSENGERS, FREIGHT, &C., DURING THE YEAR.

From passengers,	\$12,965 32
" freight,	344 73
	<hr/>
	\$13,310 05
Paid for repairs, maintenance of way, motive power and contingencies,	12,248 11

NUMBER OF PASSENGERS CARRIED OVER THE ROAD FOR THE YEAR 1856, EXCLUSIVE OF COMMUTERS.

Between Newark and Roseville,	2,114
" " Bloomfield,	61,581
" " West Bloomfield,	15,855
Way passengers,	2,844
	<hr/>
Total,	82,394
3	

The road commenced running between Newark and Bloomfield on the twentieth of December, eighteen hundred and fifty-five, to West Bloomfield on the first of July, eighteen hundred and fifty-six.

No accident or injury of any nature has occurred to passenger or employee of the company to date.

JOSEPH A. DAVIS, *President.*

New Jersey, Essex County, ss :

Joseph A. Davis, above named, being duly sworn, on his oath saith, that the facts, matters, and things in the foregoing statement and report contained, are true, to the best of his knowledge and belief.

JOSEPH A. DAVIS, *President.*

Sworn and subscribed before me, this twenty-second day of Jannary, Anno Domini, eighteen hundred and fifty-seven.

ARAM G. SAYRE,

Master in Chancery of New Jersey.

ANNUAL REPORT

OF THE

MILLSTONE & NEW BRUNSWICK RAILROAD CO.,

TO THE

LEGISLATURE OF NEW JERSEY FOR THE YEAR 1856.

JANUARY 1, 1857.

Length of road, complete,	Miles, 6 63-100
Capital stock paid in, . . .	\$102,365 00
Floating debt, . . .	8,749 00
	<u>\$111,114 00</u>

Cost of railroad to date: For gradation, masonry, superstructure, iron, passenger, and freight stations, buildings, lands, land damages and engineering, . . . \$111,114 00

Passengers over the whole line between New Brunswick and East Millstone, . . .	13,484½
New Brunswick and Middlebush, . . .	3,270½
" " Voorhees' Station, . . .	1,251
All intermediate places, . . .	865

Total number of passengers, . . . 18,870

Number of tons of goods, wares, and merchandise, 7,628.

Receipts—Passengers, . . .	\$3,962 36
" Freight, . . .	5,683 13

\$9,645 49

Expenses, . . .	6,380 58
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\$3,264 91

No accidents have occurred on this road during the year.

ISAAC R. CORNELL, *Pres't.*

Personally appeared before me, the above mentioned Isaac R. Cornell, and being duly sworn, did testify that the within report is true in all things, to the best of his knowledge and belief.

JAMES CAMPBELL,
Judge of Somerset Pleas.

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R E P O R T

O F T H E

WARREN RAILROAD COMPANY.

OFFICE OF THE WARREN RAILROAD CO., }
Belvidere, N. J., Jan. 24, 1857. }

In obedience to the laws of the state of New Jersey, requiring annual reports from railroad and other companies, the Warren Railroad Company hereby report, that during the past year their railroad, although not completed as contemplated, has, by the construction of a temporary line of railroad, four and three quarter miles in length, over the mountain and through the "Vanness Gap," as authorised by an act of the legislature, approved March twenty-seventh, eighteen hundred and fifty-five, been put in operation—regular trains for the transportation of passengers and freight, having commenced running in the month of June last.

In the meantime, the construction of the unfinished portions of the road has been prosecuted with all practical diligence.

The company having determined to construct their tunnel through the mountain at the "Vanness Gap," for a double track, instead of a single track, as originally contemplated, and in order to still further improve their line, to increase the length of the said tunnel, will require perhaps about four years' time for its completion, and have entered into new contracts, extending the time, and have made such financial and other arrangements as will enable them to push forward the work with renewed energy, so soon as the necessary legislation can be obtained to authorise and enable them to carry their arrangements into effect.

The subjoined statement or summary of accounts from the books of the company, will show the condition of their affairs on the twenty-fourth of January, inst., so far as settlements have been made, and vouchers returned to the treasurer, by which it will be seen, that notwithstanding the expensive-ness of the work—the main line being eighteen and three-fourth miles in length—the company is established on as sound a basis, and that its financial affairs will compare as favorably as any railroad in our state; and from a statement hereto annexed, showing the transportation earnings under disadvantageous circumstances, since June last, some slight estimate of the importance of the road may be formed.

SUMMARY OF ACCOUNTS, JANUARY 24, 1857.

To construction account, actually settled and paid,	\$1,315,740 64
Accounts and items chargeable to ditto,	91,526 22
Cash on hand, accounts due, &c.,	6,320 62
	<hr/>
	\$1,413,587 48
By capital stock, 13,802 shares fully paid, as per stock ledger,	\$690,100 00
Mortgage bonds, due 1875,	568,500 00
Sundry payments and instalments on account of capital stock, (to be issued when authorised by law,)	148,345 99
Floating debt,	6,641 49
	<hr/>
	\$1,413,587 48

TRANSPORTATION EARNINGS OF THE WARREN RAILROAD TO DECEMBER 31, 1856.

For passengers,	\$10,003 44
" freight,	68,818 77
" express,	289 38
" mails,	512 89
	<hr/>
	\$79,627 48

In the unfinished condition of the road, it is impossible at this time to state with precise accuracy the cost of repairs, and what expenses are properly chargeable to the transportation account—but it may be approximately estimated at sixty per cent. of the above amount.

The total number of passengers on the Warren Railroad up to the above stated period, is reported as twenty-four thousand one hundred and ninety-seven—no accidents or injuries having occurred to or been received by them.

All which is respectfully submitted.

J. I. BLAIR, *Prest.*

State of New Jersey, Warren county, ss :

Before me, a Master in Chancery in and for said state, on this twenty-ninth day of January, eighteen hundred and fifty-seven, personally appeared John I. Blair, the President of the Warren Railroad Company, who being duly sworn, on his oath saith that the foregoing report and statement of the affairs of said company are correct in all particulars, to the best of his knowledge and belief.

J. I. BLAIR.

Sworn and subscribed the date aforesaid, before me.

DAVID A. DEPEW.

REPORT

OF THE

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

OFFICE OF FREEHOLD & JAMESBURG AG. RAILROAD Co., }
Freehold, January 31, 1857. }

To the Honorable the Legislature of the State of New Jersey :

The Freehold and Jamesburg Agricultural Railroad Company respectfully report, that their road is in operation from Jamesburg to Freehold, a distance of eleven and a half miles.

The amount of capital stock subscribed for is \$137,900 00

The amount of capital stock paid in, . . .	\$130,341 52
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The funded debt of the company is a six per cent. loan due eighteen hundred and eighty,	62,500 00
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Borrowed from earnings,	25,663 91
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Total cost of road and equipments, . . .	218,505 43
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RECEIPTS FOR YEAR 1856.

From passengers were . . .	\$13,576 52
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" freight,	22,194 01
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" U. S. Mail,	299 84
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\$36,070 37

The expenses for working the road, including repairs, maintenance of way, motive power, and contingencies, were

21,531 51

Net earnings,	14,538 86
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Interest paid,	4,137 20
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The number of passengers, and tons of goods, wares and merchandise, transported during the year eighteen hundred and fifty-six, was:

Passengers,	52,646
Goods, wares and merchandise, (tons),	28,058
Miles run by passenger trains,	16,751
“ “ freight “	11,161

No dividends have been made or paid during the year.

ACCIDENT.

Wednesday, Nov. 26.—An Irish woman named Mary —, a servant in the family of Mr. Alfred Smith, jumped from the afternoon train up, as it was passing Huffman station. She was slightly injured in the back. Simon F. Pyle, conductor, and Alfred A. Miller, engine driver, both still retained in the employ of the company.

W. D. DAVIS, *President.*

Sworn to and subscribed this thirty-first day of January, A. D., eighteen hundred and fifty-seven, before the subscriber.

JOSEPH COMBS,
Master in Chancery of New Jersey.

R E P O R T

OF THE

FLEMINGTON RAILROAD & TRANSPORTATION CO.,

FOR THE

YEAR COMMENCING JAN. 1, 1856 AND ENDING JAN. 1, 1857.

The capital stock of this company is . . .	\$150,000 00
The funded debt is	73,800 00
Other indebtedness,	62,915 49
	<hr/>
	\$286,715 49

The road has been worked during the same time by the Belvidere Delaware Railroad.

The receipts from the income of the road during the same time, has been :

1. From passengers,	\$5,693 17
2. " general freight,	5,759 22
3. " coal,	222 01
4. " mail,	193 29
	<hr/>
	\$11,867 69

The expenses of working the road during the same time, were \$10,521 70.

No dividends have been made. No accidents have occurred on the road during the same term.

C. BARTLES, *Pres't.*

January 30, 1857.

State of New Jersey, Hunterdon county, ss :

Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is just and true in all respects, according to the best of his knowledge, information, and belief.

C. BARTLES.

Sworn and subscribed before me, this second of February, eighteen hundred and fifty-seven.

PETER I. CLARK,
Master in Chancery.

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD COMPANY,

FOR THE YEAR 1856.

JANUARY, 1857.

The capital stock of the Belvidere Railroad Company is \$1,000,000, all paid in.

Their funded debt is as follows, viz: Mortgage bonds, \$1,000,000, all sold; second mortgage bonds, \$500,000, of which \$445,500 are sold. Making the whole funded debt, \$1,445,500.

Other debts—Owing to the Delaware and Raritan Canal and Camden and Amboy Railroad

Companies,	\$244,000 00
To sundry persons, on special bonds of the company,	83,218 71
Other indebtedness,	120,673 45

The cost of the road and its equipments has been \$2,844,000.

The road has been in operation from Trenton to Belvidere during the whole of the year.

The Belvidere Delaware Railroad and the Flemington Railroad are worked in connection by the Belvidere Delaware Railroad Company.

The receipts for business on the Belvidere Delaware Railroad were as follows, viz :

From passengers,	.	.	\$96,799 07
" general freights,	.	.	81,381 44
" coal	"	.	47,622 48
" mail and other sources,	.	.	17,592 77

Making the whole receipts for B. D. R. R., \$243,395 76
And for business on Flemington Railroad :

From passengers,	.	.	\$5,693 17
" general freights,	.	.	5,759 22
" coal	"	.	222 01
" mails,	.	.	193 29

Making the whole receipts for F. R. R., 11,867 69

And for both roads together, \$255,263 45

The expenditures for working the two roads
during the year have been, \$157,284 45

Includes wood on hand more than at
the beginning of the year, \$12,614 32

Amount chargeable to construction, 5,388 60

And estimated expense of working
Flemington Railroad, 10,521 70

28,524 62

Leaving as the proper net expense of working
the Belvidere Delaware Railroad the amount
of \$128,759 83

No dividends have yet been declared by the company.

CASUALTIES.

July 30.—Conrad Gender, a brakeman, had his leg badly bruised by accidentally falling between two cars as they were coming together, while drilling, at Trenton.

September 22.—John Lerch, a brakeman, having imprudently gone between two cars to connect them as they were

being pushed together on the side track at Frenchtown, was caught by them, and so injured that he died in a few days.

CHAS. SITGREAVES,
Pres't Belvidere Delaware R. R.

State of New Jersey, ss :

Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath says that the foregoing report is true according to the best of his knowledge and belief.

CHARLES SITGREAVES, *Pres't.*

Sworn and subscribed February 2d, A. D. 1857, before me.

J. F. DUMONT, *M. C. C.*

REPORT

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY,

JANUARY 1ST, 1857,

TO THE

LEGISLATURE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports to the legislature of railroad and other companies," passed February twenty-fourth, eighteen hundred and fifty-two, the Central Railroad Company of New Jersey present the following report of the condition of their affairs, on the first of January, eighteen hundred and fifty-seven:

Capital stock,	.	.	.	\$2,000,000 00
First mortgage bonds,	.	.	.	1,500,000 00
Second " "	.	.	.	1,500,000 00
Other indebtedness,	.	.	.	305,093 06
Balance of net earnings,	.	.	.	51,236 01
				<hr/>
				\$5,356,329 07
				<hr/>

Cost of railroad, April 1, '56,	\$3,602,882	71	
Expenditures since,	615,984	09	
Land and work at Elizabethport,	126,939	78	
Station houses and shops,	126,848	01	
			<hr/>
			4,472,654 59
Engines,	182,700	00	
Cars,	172,330	00	
			<hr/>
			355,030 00
Ferry interest and boats,	189,950	00	
Miscellaneous property, wood,			
coal and materials on hand,			
&c.,	194,831	49	
Sundry accounts, cash and cash			
items,	143,862	99	
			<hr/>
			528,644 48
			<hr/>
			\$5,356,329 07

ORDINARY RECEIPTS.

Passengers,	186,779	79	
Freight,	351,881	43	
Mail, express, rents, &c.,	14,817	38	
			<hr/>
			553,478 60

ORDINARY EXPENSES.

Running expenses,	70,426	39	
Wood consumed,	49,841	23	
Coal, "	12,363	71	
Repairs of road,	29,898	13	
" of cars, engines, &c.,	29,474	50	
Ferry expenses,	46,902	89	
Expense account,	14,736	17	
Miscellaneous expenses,	4,665	43	
Taxes to state,	14,028	42	
			<hr/>
			272,336 87
			<hr/>
Balance of net earnings,			\$281,141 73

DIVIDENDS.

An interest dividend at the rate of seven per cent. per annum was paid to the stockholders on the first of May.

A dividend of three and one-half per cent. from earnings was paid to the stockholders on the first November.

CONSTRUCTION.

During the last year, forty-eight miles of second track, extending from Elizabethport to Hampton, the junction with the Warren Railroad, have been completed and put in running order, except a few miles at the western end, on which the cross-ties, chairs and rails are distributed, and which will be completed early in the spring. A third rail for the broad gauge connection has been laid on both tracks.

A double track branch road two and a half miles long has been built at Elizabethport, numerous tracks and sidings laid at Elizabethport and elsewhere, besides the erection of buildings and other facilities required by the business.

The wharves at Elizabethport have been put up by individuals, the right of purchase being reserved by the company.

Number of passengers carried to and from New York and the various stations on the road, during the year :

STATIONS.	TO.	FROM.	TOTAL.
New York,	16,878	76,748	153,626
Newark, N. J. R. R.,	8,204	8,449	16,653
Elizabethport,	31,377½	29,235	60,612½
Elizabeth,	27,438	32,253½	59,691½
Craneville,	3,619	3,655	7,274
Westfield,	6,098½	6,352	12,450½
Scotch Plains,	6,978½	7,088	14,066½
Plainfield,	32,214½	31,982½	64,143
New Market,	6,938	6,899	13,837
Bound Brook,	12,631	11,781½	24,412½
Somerville,	16,885	16,399½	33,284½
Raritan,	2,777½	3,222	5,999½
North Branch,	2,460	2,621	5,081
White House,	7,211½	7,160½	14,372
Lebanon,	2,778½	2,741½	5,520
Clinton,	6,380	5,921	12,301
Clarksville,	4,562½	3,322	7,884½
New Hampton,	10,358	10,726	21,084
Asbury,	2,893	2,527½	5,420½
Valley,	1,896	1,781½	3,677½
Bloomsbury,	3,777½	3,533½	7,311
Springtown,	1,811	1,557½	3,368½
Green's Mills,	240	491½	731½
Phillipsburgh,	23,017½	23,030½	46,048
	<hr/> 299,425	<hr/> 299,425	<hr/>
Actual number of passengers carried,	. . .	. . .	299,425

Number of tons of freight carried on the road during the year.

Between New York and Craneville,	.	.	340
" " " Westfield,	.	.	270
" " " Scotch Plains,	.	.	1,661
" " " Plainfield,	.	.	3,700
" " " New Market,	.	.	744
" " " Boundbrook,	.	.	896
" " " Somerville,	.	.	2,395
" " " Raritan,	.	.	1,777
" " " North Branch,	.	.	1,877
" " " White House,	.	.	3,459
" " " Lebanon,	.	.	1,941
" " " Clinton,	.	.	4,733
" " " Clarksville,	.	.	553
" " " New Hampton,	.	.	10,089
" " " Asbury,	.	.	353
" " " Valley,	.	.	80
" " " Bloomsbury,	.	.	1,079
" " " Springtown,	.	.	1,362
" " " Phillipsburgh,	.	.	17,892
" Elizabethport and New Hampton,	.	.	99,621
" " " Phillipsburgh,	.	.	43,230
" all intermediate stations,	.	.	24,063

Total number of tons, . . . 222,115

Total number of tons carried one mile, . . . 10,414,938

Number of miles run by passenger trains,	.	120,806
" " " freight	.	125,550
" " " wood	.	13,585
" " " construction trains,	.	32,306

Total number of miles run by trains, . . . 292,247

ACCIDENTS FOR 1856.

On the 22d January—A man by the name of Thomas Kitchen, in attempting to drive his horse and sleigh, containing his niece and child, over the turnpike crossing near Bloomsbury, immediately ahead of the wood train, in full motion, the sleigh was struck by the engine. Mr. Kitchen was killed, and his niece somewhat injured, but not seriously. John Kidd, conductor; Schanck Fields, engineer. Both still in the employ of the company.

On the 8th April—David Talmage, in attempting to pass the crossing at Bound Brook with his wagon, while a gravel train was backing over the crossing, the rear car struck his wagon, and Mr. Talmage was thrown out with much force, upon a pile of iron. No bones were broken, and he has since recovered. Stephen O. Horton, conductor; William Davis, engineer. Both still in the employ of the company.

On the 2d June—A man by the name of John Griffin, a laborer in the employ of the company, in attempting to couple an engine to some cars at Elizabethport, missed his footing, and the engine trucks ran over his legs, injuring him in such a manner that he died the same day. John Kidd, conductor; John S. Whitford, engineer. Both still in the company's employ.

On the 23d August—A man named John R. Hetfield was found dead on the track, near Craneville station, supposed to have been killed by some of the trains passing the night previous.

On the 28th August—A German, by the name of Peter Hansback, was found dead on the track, near Westfield; supposed to have been run over by some of the trains during the night previous.

On the 12th September—Abraham D. Nevius, a fireman on the morning passenger train from Easton to New York, accidentally fell from the engine while at full speed, near Bray's Hill, and was instantly killed. Luther C. Voorhees, conductor; J. S. Rockafellar, engineer; both still employed by the company.

On the 23d September—A man by the name of William Gamberton, was walking so near the track, about two miles west of Plainfield, that the engine of the Somerville passenger train struck one of his arms and broke it. He has since recovered. N. P. Baldwin, conductor; John S. Whitford, engineer. Both still in the employment of the company.

On the 3d October—A man named John Kennedy, in attempting to cross the track ahead of the Somerville afternoon passenger train, about one mile west of Elizabeth, was struck by the engine and instantly killed. N. P. Baldwin, conductor; John S. Whitford, engineer. Both still in the employ of the company.

On the 4th October—A laborer, by the name of Thomas Shields, employed on the wood train, lost his balance while the train was in motion, and fell between the cars. One of his legs was so much injured that amputation below the knee was necessary. John R. Emery, conductor; Schanck Fields, engineer. Both still in the company's employ.

On the 17th October—A man named Parker H. Brown, was found dead near the track, about a quarter of a mile west of Elizabeth station; supposed to have fallen from the platform of one of the cars of a passenger train just passed, or to have been struck and dragged along the track by it.

On the 8th December—Patrick Flemming, a laborer employed on the gravel train, lost his balance, while the train was in motion, and fell between the cars. He was so much injured that he died in a few days. James Lynch, conductor; Patrick Flannigan, engineer. Both still in the employ of the company.

On the 10th December—A man named Patrick Brennan, a laborer employed on repairs of road, not moving far enough from the track, was struck by the engine of the morning Somerville passenger train, and instantly killed. N. P. Baldwin, conductor; John S. Whitford, engineer. Both still employed by the company.

On the 12th December—A man, name unknown, while lying in a state of intoxication on the track, at White House

station, was run over by the wood train, and one of his legs so much injured that amputation was necessary. He has since recovered. John R. Emery, conductor; Schanck Fields, engineer. Both still in the employ of the company.

JOHN T. JOHNSTON, *President.*

Subscribed and sworn before me, the second day of February, Anno Domini, eighteen hundred and fifty-seven.

RICHARD GOODMAN,

*Commissioner to Administer Oaths, &c.,
for New Jersey.*

ANNUAL REPORTS

OF

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 1857.

READ FEBRUARY 4th, 1858, AND ORDERED TO BE PRINTED.

TRENTON:
PRINTED AT THE "TRUE AMERICAN" OFFICE.
1858.



REPORT

OF THE

CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY AND DELAWARE AND RARITAN CANAL COMPANY.

In compliance with an act of the legislature of the State of New Jersey, approved the 24th day of February, A. D. 1852, the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies make the following report :

The capital stock paid in of the Delaware and Raritan Canal, . . .	\$1,500,000
To which has since been added, by authority of the legislature, . . .	798,400
	<hr/> \$2,298,400

The capital stock paid of the Camden and Amboy Railroad and Transportation Company,	\$1,500,000
	<hr/> \$3,798,400

The funded debts of the above Companies are—

A Loan at 6 per cent. interest, . . .	\$500,000
" 5 " " . . .	£210,000
" 6 " " . . .	£225,000
" 6 " " . . .	\$367,000
" 6 " " . . .	\$800,000
" 6 " " . . .	\$1,700,000

Also a loan of \$2,500,000, authorized by the stockholders, of which only has been issued \$468,000 for subscription and advances to associated companies, &c.

In addition to the above there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds, at four dollars and eighty cents per pound sterling, bearing interest at five per centum per annum.

Also for subscription to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad Companies, a loan of \$1,175,000, bearing an interest at ~~five~~ per centum per annum.

The unfunded floating debt of the joint companies amounts to \$320,449 00

And the companies also are under obligations to pay certain small annuities to persons who have been injured on the railroad.

The indebtedness to the companies for advances to associated companies, and from other sources, amount to \$806,571 61

And the companies have in bond 1,100 tons of railroad iron—cost \$46 per ton, . . . 50,600 00

The cost of the Camden & Amboy Railroad and equipments, \$5,563,580 11

The cost of the Delaware and Raritan Canal and appurtenances, \$3,863,908 59

The receipts of the Delaware and Raritan Canal for 12 months, ending the 31st December, 1857, 484,981 75

Expenses of Delaware and Raritan Canal for same period 195,079 87

Leaving nett, \$289,901 88

The receipts of the Camden & Amboy Railroad Company for 12 months, ending the 31st December, 1857, \$1,611,303 05

Expenses of Camden & Amboy Railroad for	
same period,	943,491 26

Leaving nett,	\$667,811 79
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Dividends have been paid in cash during the past year of seven per cent. on the capital stock of the joint companies, and an extra dividend of twenty per cent. in the increased stock of the companies.

Report of Accidents which have occurred upon the Camden and Amboy Railroad and Branch, during the year eighteen hundred and fifty-seven, with the names of the parties injured, and the causes thereof.

January 3.—An unknown man was run over late in the evening, between Trenton and Bordentown, by a freight train. The man died shortly after the accident. E. A. Claflin, conductor, and John Swen, engineer. Both retained in the service.

March 13.—John Bergen, a transportation laborer, was seriously injured at South Amboy, by being caught between the freight cars. He died the following day.

May 27.—An unknown colored man was found dead near the draw on Rancocas bridge. The body was first discovered in the morning, and it was supposed that he had been run over by one of the late trains from New York.

June 30.—Just as the 6 A. M. train from New York had passed Sand Hills station, an unknown man jumped off the cars, and was slightly injured in the face. Charles Parker, conductor; John Sexton, engineer. Both still in the service.

July 21.—The train guard upon the 11 A. M. train from New York, was slightly injured at Trenton station by putting his head out of the gip-top and coming in contact with a brace, while the train was in motion. He attended to his duties all the way to Tacony. David Jeffries, conductor; John Dobson, engineer.

July 19.—The body of a colored woman was found on the track, near Spottswood, early in the morning; she was probably killed by one of the night trains, without the knowledge of any one.

August 19.—Jacob Puffer, a fireman attached to engine No. 26, had two of his fingers crushed while oiling the machinery, the engine being in motion at the time. Randolph Robbins, engineer.

September 11.—A woman by the name of Elizabeth Johnson was run over and killed by the 2 P. M. train from Philadelphia. The engineer saw her walking along side of the track; he sounded his whistle twice and put on the brakes; when nearly abreast of her she stepped upon the track and lost her life. Wm. Cowles, conductor; Jas. Stewart, engineer. Both still employed.

September 28.—A small boy, by the name of James Lipincott, had one of his legs cut off at Burlington, by the 3 P. M. accommodation train. He was carelessly hanging on to one of the freight cars, and fell under while the train was in motion. Conductor and engineer both retained—not being in fault.

October 3.—James Cubberly, a brakeman, had the toes of one foot crushed by an engine, while engaged in wooding at Trenton. Randolph Robbins, engineer.

November 23.—Wm. H. Throckmorton, a brakeman in the employ of the company, while engaged in drilling cars at South Amboy, was caught between two of them and instantly killed. No engine was attached.

State of New Jersey, ss :

Before me, James S. Green, one of the Masters of the Court of Chancery of said State, personally appeared Edwin A. Stevens, President of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the

Camden and Amboy Railroad and Transportation Company,
is true according to the best of his knowledge and belief.

E. A. STEVENS, *President.*

Sworn and subscribed before me, at Princeton, this sixteenth day of January, eighteen hundred and fifty-eight.

JAMES S. GREEN,
Master in Chancery.

State of New Jersey, ss :

Before me, James S. Green, one of the Masters of the said State, personally appeared Robert F. Stockton, President of the Delaware and Raritan Canal Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true according to the best of his knowledge and belief.

R. F. STOCKTON, *President.*

Sworn and subscribed before me, this eighteenth day of January, eighteen hundred and fifty-eight.

JAMES S. GREEN,
Master in Chancery.

ANNUAL REPORT

TO THE

LEGISLATURE OF NEW JERSEY,

FOR THE YEAR 1857.

In obedience to the act passed Feb. 24, 1852, entitled "An act respecting annual reports to the legislature of railroads and other companies," the New Jersey Railroad and Transportation Company present the following annual report:

JANUARY 1st, 1858.

Capital stock, . . .	\$3,485,000 00	
Funded debt, including \$485,- 000, the cost of the property and privileges purchased of the Jersey associates, .	777,000 00	
Bills payable, notes issued, for improvements at Jersey City,	11,843 63	
Profit and loss, being surplus earnings expended in the construction of the road, and in payment of the property stated below, 294,727,24		
Loss paid for re- laying the road with new rail, 25,644 13		
	271,483 11	
Dividend 1st January, payable 1st February, 1858,	174,250 00	
	<hr/>	\$4,719,176 74

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructure iron, passenger and freight sta- tions, buildings and fixtures, engine and car houses, work shops, machinery and fix- tures, engineering, land and land damages, . . .	\$3,361,342 94
Locomotives, tenders, and snow plows,	136,897 34
Cars, passenger, freight and baggage,	167,778 13

PROPERTY, VIZ.

Bridge, ferry, turnpike and other stocks, real estate, fer- ry boats, privileges and fix- tures, including the privi- leges and property purchased of the Jersey Associates for four hundred and eighty-five thousand dol's, \$1,040,369 34	
Cash in bank, and cash items on demand,	18,788 97
	<hr/> 1,659,158 33
	<hr/> \$4,719,176 74

RECEIPTS AND EXPENSES FOR THE YEAR 1857.

RECEIPTS.

From passengers,	\$666,297 63
" freight,	85,511 49
" U. S. Mail, rents, express freights and other sources,	159,808 13
	<hr/> \$911,617 25

EXPENSES.

Maintaining railroad bridges and buildings, . . .	\$67,548 90	
Repairs, locomotives, cars and machinery, . . .	38,331 01	
Fuel, cost and labor in preparing, . . .	61,186 43	
Operating the road and transporting passengers and fr't,	200,752 29	
Office expenses, salaries and contingencies, . . .	9,427 40	
		<hr/>
		376,866 03
		<hr/>
		\$534,751 22
Interest on bonds, . . .	\$44,865 00	
Transit duty . . .	16,800 04	
Tax on capital, . . .	17,425 00	
Dividends in cash, . . .	348,490 00	
Profit and loss, to surplus earnings, . . .	107,171 18	
		<hr/>
		\$534,751 22

OPERATIONS OF THE COMPANY DURING THE YEAR 1857.

The number of passengers, goods and wares, transported on the New Jersey Railroad during the year 1857.

PASSENGERS.

Passing over the whole line of the road, . . .	291,997
“ between Jersey City and Newark, . . .	1,115,510½
“ “ “ Elizabeth, . . .	128,741½
“ “ “ Rahway, . . .	70,806½
“ “ “ Union'tn and Metuchin, . . .	9,745

Passing between Jersey City and New Brunswick,	80,821½
“ “ “ and intermediate places,	540,488

Total, two millions two hundred and thirty-eight
thousand one hundred and thirty, . . . 2,238,130

GOODS, WARES, AND MERCHANDISE.

	Tons.
Passing over the whole line, . . .	1,522
“ between J. City and Newark, . . .	38,781
“ “ “ Elizabeth, . . .	2,345
“ “ “ Rahway, . . .	4,637½
“ “ “ New Brunswick, . . .	12,849
“ “ “ all intermediate places, . . .	20,698

Total, eighty thousand eight hundred and seventy-
two and one-half tons, 80,872½

Number of miles run by passenger, freight and
other trains, 396,032

JOHN S. DARCY, *Pres't. N. J. R. R. & Tr. Co.*

JOHN P. JACKSON, *Vice Pres't.*

H. J. SOUTHMAYD, *Treasurer.*

F. WOLCOTT JACKSON, *Secretary.*

State of New Jersey, ss :

John S. Darcy, President of the New Jersey Railroad and Transportation Company, being duly sworn according to law, on his oath deposeth and saith that the within and annexed statement, purporting to be the Annual Report of the New Jersey Railroad and Transportation Company to the Legislature of the State of New Jersey, for the year eighteen hundred and fifty-seven, as required by law, is just and true according to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me, this twenty-third day of January, A. D. eighteen hundred and fifty-eight.

JOHN J. CHETWOOD,
Master in Chancery.

Accidents that have occurred during the year eighteen hundred and fifty-seven, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured and the extent of their injuries; also, the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the Company.

January 11.—A brakeman, named Thomas Clyne, belonging at Camden, fell from the 4 P. M. Philadelphia train, near the "Fish House," and was killed. Wm. Coulter, conductor, still in the employ of the company.

January 19.—Patrick Shay, an employee at Newark, during a violent snow storm, while running in front of an engine slipped and fell; engine passed over and cut off one of his legs. He died in eight days afterwards. Charles Craig, engineer, still in the employ of the company.

February 13.—An unknown man was struck between Rahway and Elizabeth, by the engine of the 10 A. M. Philadelphia train, while walking on the track. He was picked up and taken to Elizabeth, where he died. J. Fernald, conductor; G. Lyman, engineer. Still in the employ of the company.

March 3. An unknown man jumped from a train of cars while in motion, between Elizabeth and Rahway, and broke his collar bone. N. J. Douglass, conductor; James K. Smith, engineer. Still in the employ of the company.

March 8.—Frank Steward, fireman, had one of his toes and part of his heel taken off, while attempting to jump from engine Gov. Southard, as it went into the Hackensack

river ; now doing well and still in the employ of the company.

March 8.—A black man, name unknown, was found horribly mutilated on the side of the track near Elizabeth, supposed to have been killed by the Philadelphia train. He was seen early in the evening, intoxicated.

April 5.—A man named Michael Glennan, in attempting to drive his horse and cart across the track in front of an engine (of the 11 A. M. train from Newark) at Prospect st., Jersey City, was struck and killed, the horse and cart injured. Charles Craig, engineer ; W. Haring, conductor.—Still in the employ of the company.

April 13.—A boy, named John Ryan, brakeman on the Philadelphia train, was knocked off the rear car at Newark by his head coming in contact with a car on the turn-out, while unnecessarily reaching out and looking back. Had one leg amputated and now doing well. J. Fernald, conductor ; G. Lyman, engineer. Still in the employ of the company.

June 17.—A man named Van Sickle, of Metuchin, while driving on the track near said place, had his horse killed and wagon broken, and himself slightly injured. It was said he was intoxicated and asleep. Allen Grinstead, conductor ; John Lyman, engineer. Still in the employ of the company.

June 25.—A man, name unknown, about 25 years of age, jumped from the rear car of the New Brunswick train while in motion, between Newark and Elizabeth, striking his head on the rail. He died in a few minutes after. David Coddington, conductor ; Wm. Gordon, engineer. The latter is still in the employ of the company.

July 4.—Wm. L. Ross, conductor, was found on the embankment, outside of the tracks, east of the Hackensack bridge, seriously injured and unable to speak. He was taken to his residence at Newark, and died on the following Monday, July 6th, it is supposed that he accidentally fell

from the train. Geo. Woolsey, engineer, still in the employ of the company.

July 20.—A little girl, named Elizabeth Dismond, running across the track ahead of a train, at Prospect street crossing in Jersey City, was struck by the engine and died from the injuries received. Joseph Wood, engineer; W. R. Harring, conductor. Having been acquitted from all blame by the Coroner's jury, both are still in the employ of the company.

September 4.—A German, named John Schmidt, was struck while walking on the track, by an engine, between Newark and the toll gate, and was killed. He was said to be insane or intoxicated, Job Woodruff, conductor; Henry Hummell, engineer. Both still in the employ of the company.

September 26.—Thomas Connelly, an employee, was killed at Jersey City, by the backing of a train of cars getting ready to go out. He had improperly left his position as flagman and passing over the track was knocked down and seriously injured. Died in a few minutes. Bates, engineer, still in the employ of the company.

October 12.—The 7 A. M. train from New York struck a colored man, while walking on the track near the Hackensack bridge—two trains were passing at the time. The train was stopped, and the man picked up insensible and taken to Newark; slightly bruised—now doing well. P. W. Martin, conductor; John Campbell, engineer. Still in the employ of the company.

October 20.—Mr. Thomas Ford was slightly injured by a cut in his head, in consequence of the cars of two trains being brought closely together by a violent gust of wind, while passing each other west of the Hackensack bridge. Mr. Ford had his head dressed, and continued to attend to his business in a day or two, and has been since passing on the trains and attending to his business as usual. L. H. Roe, conductor; John McGready, engineer. Still in the employ of the company.

October 26.—A man named Richard Shay, while walking

on the track near the Newark avenue crossing, was struck by an engine and seriously injured; he died in three days after. Geo. Woolsey, engineer; W. L. Douglass, conductor. Still in the employ of the company.

October 28.—A German, named John Shingle, from Camp-town, while attempting to cross the track with a wagon, near Bound Creek, engine came in contact with the wagon and demolished it, slightly bruising the man. Thos. C. Cox, conductor; James R. Smith, engineer. Still in the employ of the company.

December 21.—As the 5 P. M. train from New York was approaching Rahway, discovered a man lying partly on the track, the head light shining upon him. Engineer stopped his train, but not in time to prevent the pilot from pushing him from the track; when picked up found that he was dead—name unknown. J. F. Frazee, conductor; Wm. Gordon, engineer. Still in the employ of the company.

As the engine Gov. Williamson, was backing into the yard at Jersey City, the engine came in contact with a wagon, slightly injuring the driver, while attempting to cross the track—is now doing well. Joseph Wood, engineer still in the company's employ.

RECAPITULATION.

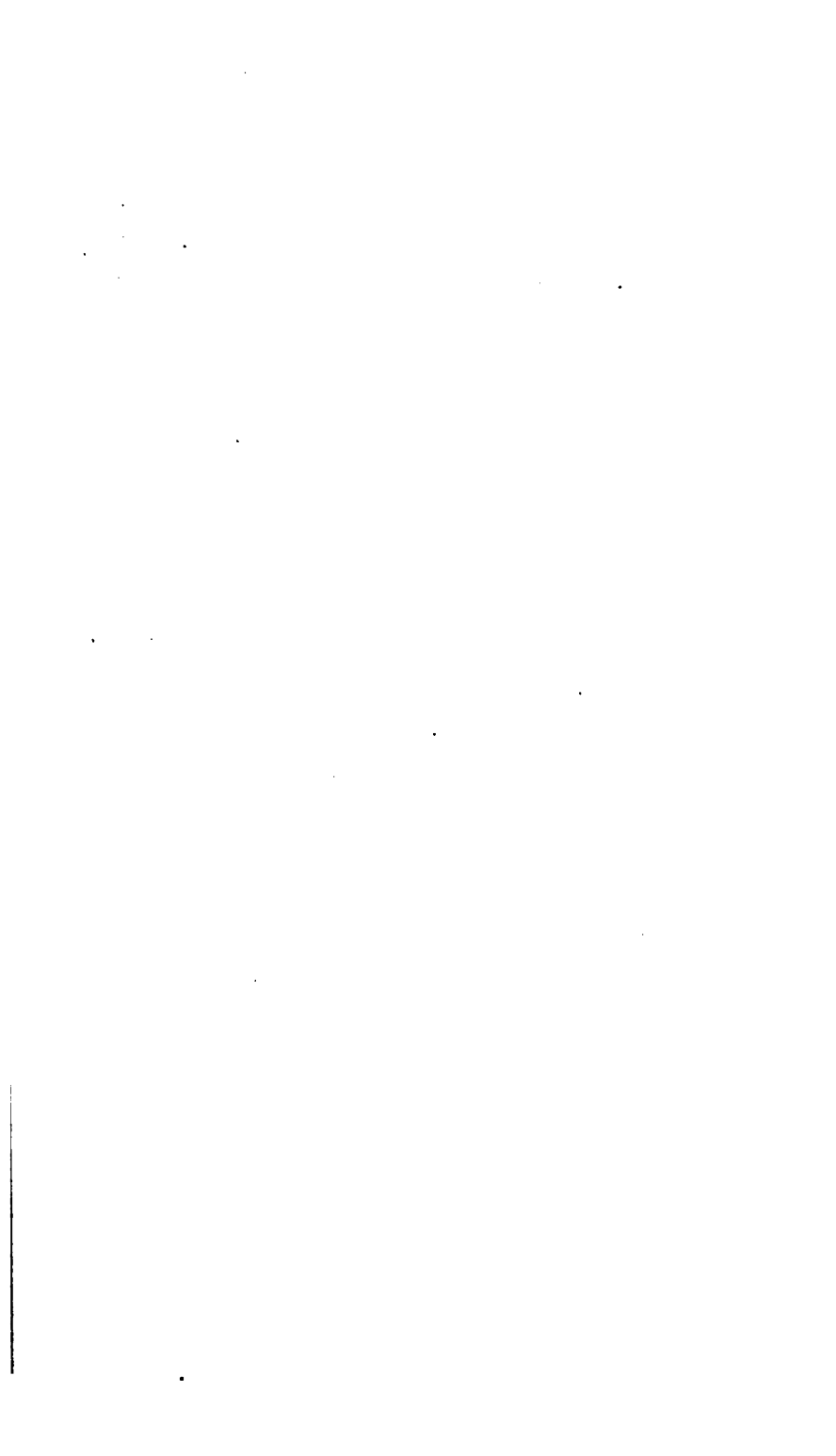
Number of passengers or others killed while in the cars,	0
Persons killed while walking on the track, - -	4
Persons slightly injured do. do. - -	1
Employees killed while on the track, - - -	2
Employees injured by falling from cars while in motion,	1
Employees killed, do. do. do. -	2
Persons found dead by the side of the track, -	2
Persons killed while attempting to drive across the track - - - - -	1
Persons slightly injured, do. do., - - -	3
Persons killed by jumping from cars while in motion,	1
Persons slightly injured do. do. do.	1

Employees seriously injured by falling from cars while in motion, - - - - -	1
Passengers slightly injured, - - - - -	1
	<hr/>
	20
 Total killed (not passengers) - - - - -	 10
Injured seriously (do.) - - - - -	2
Injured slightly (one passenger) - - - - -	6
Found dead by side of track, - - - - -	2
	<hr/>
	20

I certify the foregoing to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

JAMES W. WOODRUFF,
Assistant Superintendent.

January 9, 1858.



ANNUAL REPORT

OF THE

MILLSTONE AND NEW BRUNSWICK RAIL- ROAD COMPANY,

TO THE

LEGISLATURE OF NEW JERSEY,

FOR THE YEAR 1857.

January 1st, 1857.

Length of road completed,	-	-	Miles, 6 63-100
Capital stock paid in,	-	\$102,365	00
Floating debt,	-	8,749	00
			<hr/> \$111,114 00

Cost of railroad to date: For graduation, masonry, superstructure, iron, passenger and freight stations, land, land damages and engineering, - - - - \$111,114 00

Passengers over the whole line between New

Brunswick and East Millstone,	-	11,467
New Brunswick and Middlebush,	-	2,822
" " Voorhees, -	-	1,422½
Intermediate, - - -	-	595

Total number of passengers,	-	16,306½
Number tons of goods, wares, &c.,	-	7,509½

Receipts: Passengers,	-	\$3,432 37	
Freight,	- - -	5,568 05	
		<hr/>	\$9,000 42
Expenses,	- - -	-	5,851 95
			<hr/>
			\$3,148 47

No accidents on the road during the year.

State of New Jersey, ss :

Isaac R. Cornell, being duly sworn according to law, deposeth and saith: that the foregoing statement or report of the Millstone and New Brunswick railroad company, for the year 1857, made to the legislature, as required by law, is true to the best of his knowledge and belief, he being, during said year, president of said company.

ISAAC R. CORNELL.

Sworn and subscribed before me, the 23d of January, 1858.

JNO. J. CHETWOOD,
Master in Chancery.

REPORT

OF THE

PATERSON AND HUDSON RIVER RAILROAD COMPANY,

TO THE

LEGISLATURE OF NEW JERSEY.

To the legislature of the State of New Jersey, the Paterson and Hudson River Railroad Company respectfully report:

Capital—That the capital stock of the said company is - - - \$630,000 00

Cost—The cost of said road, including lands, depots, buildings and appurtenances, 630,000 00

Debts—There is no funded debt of this company.

Income—The rent of the road, depots, &c., is, per annum, - - 53,400 00

Dividend—One dividend of four per cent., and one dividend of four and a half per cent., have been declared, payable in cash, during the last year, amounting to - - 53,550 00

Operating—The said road being now under lease to and managed by another company, sanctioned by the legislature of this State, this company have no knowledge of the matters required than the above statement.

All which is respectfully submitted, this twentieth day of January, A. D. eighteen hundred and fifty-eight.

New Jersey, ss :

Personally appeared before me John Colt, President of the Paterson and Hudson River Railroad Company, who, being by me duly sworn according to law, deposeth and saith : that the above stated account is true, according to the best of his knowledge and belief.

JNO. COLT.

Sworn and subscribed before me, this 20th day of January, 1858, at Paterson.

WM. GLEDHILL,
Master in Chancery of N. J.

ANNUAL REPORT

OF THE

BURLINGTON AND MOUNT HOLLY RAILROAD AND TRANSPORTATION COMPANY ;

Containing an account of their capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for the working of the road ; also the receipts for passengers, freight, &c., for the year ending December the thirty-first, A. D. one thousand eight hundred and fifty-seven (1857).

The capital stock actually paid in, for 3500		
shares of stock, at \$25 per share, -	\$87,500	00
Borrowed from the earnings of the road, and		
appropriated to construction, -	12,500	00
Borrowed on mortgaged bonds, -	20,000	00
	<hr/>	<hr/>
	\$120,000	00
	<hr/>	<hr/>

The cost of the road, buildings, wharf, locomotives, cars, &c., - - - \$120,000 00

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad and Transportation Company, from January 1st to December 31st, A. D. 1857.

To amount received for passenger travel,	\$14,198 55
" " " freight, - -	7,388 54
" " " carrying U. S. mail,	280 63
" " " rents real estate,	250 39
	<hr/>
	\$22,118 11

DISBURSEMENTS.

By pay roll for running trains, - -	\$3,678 49
" repairs of road, - - -	3,197 92
" wood, - - -	2,691 64
" locomotives, - - -	3,896 87
" water, - - -	125 00
" construction, - - -	326 93
" oil, - - -	287 17
" cars, - - -	377 72
" printing, - - -	164 72
" incidental expenses, - - -	902 77
" Camden and Phila. Ferry Co., ferriage,	824 49
" interest on bonds of company, -	1,200 00
" dividend declared on \$70,000 of stock, at five per cent. per annum, - -	1,750 00
" dividend declared on \$87,500 of stock, at five per cent. per annum, - -	2,187 50
" balance, - - -	506 89
	<hr/>
	\$22,118 11

State of New Jersey, Burlington county, ss:

Charles Bispham, President of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing

statement and report is, in all respects, just and true, according to the best of his knowledge, information and belief.

CHAS. BISPHAM.

Sworn and subscribed, this 23d day of January, 1858, before me.

C. H. HOLLINSHEAD,
Master in Chancery.

ticularly specified by them as applicable exclusively to said roads.

City and county of New York, ss :

I, Charles Moran, President of the New York and Erie Railroad Company, being duly sworn, depose and says: that the above report is true and correct, to the best of his knowledge and belief.

CHAS. MORAN, *President.*

Sworn to before me, the 28th day of December, 1857.

J. W. BROWN,
Commissioner of Deeds.

THIRD ANNUAL REPORT

OF THE

SUSSEX RAILROAD COMPANY,

MADE TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

IN CONFORMITY TO THE STATUTE,

FOR THE YEAR ENDING DECEMBER 31st, 1857.

The amount of capital stock actually paid in, is	\$150,000 00
The amount of funded debt is	150,000 00
The amount of floating debt is	57,078 60
The total cost of road to the stockholder, exclusive of loss of interest, is, therefore,	357,078 60
The number of miles run by passenger and freight trains, is about	18,000
The expense of working the road, including motive power, repairs and contingencies, has been	\$17,939 46
The amount paid for interest on bonds and floating debt, has been	7,924 71
The income of the road has been	30,290 48

No dividends have been paid, but the earnings of the road have been applied to floating debt and expenses. No accident occurred.

THOMAS HEWITT, *President.*

Sussex county, ss :

Thomas Hewitt, the President of the Sussex Railroad Company, being duly sworn, on his oath saith: that the within statement of the accounts of the Sussex Railroad Company, for the year ending December thirty-first, eighteen hundred and fifty-seven, is just and true, according to the best of his knowledge and belief.

THOMAS HEWITT, *President.*

Sworn and subscribed at Newton, January 26th, 1858, before me.

DANIEL THOMPSON,
Master in Chancery.

REPORT

OF THE

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

OFFICE OF FREEHOLD & JAMESBURG AG. RAILROAD CO. }
Freehold, N. J., January 26, 1858. }

To the Honorable the Legislature of the State of New Jersey :

The Freehold and Jamesburg Agricultural Railroad Company respectfully report, that their road is in operation from Freehold to Jamesburg, a distance of eleven and a half miles.

The capital stock paid in,	.	.	.	\$165,934 80
The funded debt of the company is a six per				
cent. loan due 1880,	.	.	.	40,000 00
Total cost of road and equipment,	.	.	.	220,666 42

RECEIPTS FOR YEAR 1857.

From passengers, were	.	.	.	14,651 56
" freight	"	.	.	26,512 05
" U. S. mail,	"	.	.	552 00
				<hr/>
				\$41,715 61

The expenses for working the road, including				
repairs, maintenance of way, motive power,				
of contingencies, were	.	.	.	20,270 97
Nett earnings,	.	.	.	21,444 64
Interest paid,	.	.	.	3,287 47

The number of passengers and tons of goods, wares and merchandise transported during the year 1857 :

Passengers,	57,300
Goods, wares and merchandise (tons),	34,886
Miles run by passenger trains,	16,510
“ “ freight “	9,575

The company have, during the year, declared a dividend of thirty per cent., payable in stock.

No accidents have occurred during the year by which any person was injured.

State of New Jersey, ss :

Personally appeared before the subscriber, one of the Masters in the Court of Chancery of said State, William D. Davis, President of the Freehold and Jamesburg Agricultural Railroad Company, who, being duly sworn, doth declare, that the foregoing report is true, according to the best of his knowledge and belief.

W. D. DAVIS, *President.*

Sworn and subscribed before me, at Freehold, this 26th day of January, A. D. 1858.

JOSEPH COMBS, *M. C. C.*

REPORT
OF THE
MORRIS CANAL AND BANKING COMPANY,
TO THE
LEGISLATURE OF NEW JERSEY,
IN COMPLIANCE WITH THE LAW OF 1852, AND THE SUPPLEMENT
OF 1853.

Capital stock paid in, - - -	\$2,022,640 00
Debts funded and others, - - -	473,066 84
Cost of canal and appurtenances, - - -	2,506,529 62
Repairs of 1857, - - -	70,976 75
Navigation, locks and plane tending, - - -	29,656 70
Superintendence and management, - - -	19,159 91
Income from passengers, tolls and other sources, - - -	286,668 61
Dividends paid in cash, - - -	\$86,466 92
Dividends paid in bonds, - - -	102,500 00
	<hr style="width: 20%; margin-left: 0;"/>
	188,966 92

State of New Jersey, Hudson county, to wit :

Before me, personally appeared Ephraim Marsh, who, by me being duly sworn according to law, doth depose and say, that he is the President of the Morris Canal and Banking Company; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of said company actually paid in, and the amount of funded and other debts of said company; also of the cost of

canal and appurtenances; also of expenditures for repairs, superintendence and management of the same; also the income during the year eighteen hundred and fifty-seven, from passengers, freight, and other sources, and the amount of dividends, and how paid, arranged as above, set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this 28th day of January, A. D. 1858.

JACOB WEART,
Master in Chancery N. J.

ANNUAL REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Showing the condition of the company on the first day of January, eighteen hundred and fifty-eight, and the operations of the company for the year eighteen hundred and fifty-seven.

To the Honorable the Legislature of the State of New Jersey :

Capital stock,	\$1,157,805 00
Funded debt,	340,000 00
Floating debt,	18,931 78
Contingent fund,	164,594 48

\$1,681,331 26

Cost of road and its appendages,

\$1,600,808 94

Paid on subscription to capital stock of Newark and

Bloomfield Railroad Co.,

52,869 03

Morris and Essex Telegraph

Company stock,

2,000 00

Wood on hand, paid for,

9,330 00

Cash and bills receivable,

16,323 29—1,681,331 26

The above includes all indebtedness of the company, except wages due to men for the month of December last, and a few other small items, payable on presentation. There is due the company sundry accounts for the transportation of freight, mails, &c., sufficient to pay all such indebtedness.

Income from passengers, freight, and other sources, during the year.

From passengers,	\$140,684 60
“ freight,	97,311 57
“ mails, &c.,	7,805 11
	<hr/>
	\$245,801 28

Paid for repairs, maintenance of way, motive power, and contingencies,	\$149,019 43
Paid interest on debt of company,	24,826 77—173,846 20
	<hr/>
	\$71,955 08

DIVIDENDS.

One semi-annual dividend has been made during the year past, payable in cash, amounting to forty thousand five hundred and twenty-three dollars seventeen cents. (\$40,523 17.)

NUMBER OF PASSENGERS CARRIED.

There have been transported on the road, during the year, two hundred and eighty-nine thousand seven hundred and fifty-one persons, exclusive of commuters and those who ride free. The following statement shows the number of passengers carried between Newark and the several stations on the road :

Between Newark and Orange,	95,839
“ “ “ South Orange,	15,725
“ “ “ Stone House,	1,720
“ “ “ Milburn,	17,405
“ “ “ Summit,	9,966
“ “ “ Chatham,	5,461

Between Newark and Madison,	.	.	16,787
" " " Morristown,	.	.	40,663
" " " Morris Plains,	.	.	2,097
" " " Denville,	.	.	5,956
" " " Rockaway,	.	.	4,312
" " " Dover,	.	.	8,605
" " " Drakeville,	.	.	3,593
" " " Stanhope,	.	.	3,450
" " " Waterloo,	.	.	7,287
" " " Hackettstown,	.	.	6,171
Way passengers,	.	.	44,714
Total,	.	.	289,751

MILES RUN BY TRAINS.

Passenger trains,	.	.	93,446 miles.
Freight " "	.	.	39,425 "
Gravel and wood trains,	.	.	4,200 "

ACCIDENTS.

January 16, 1857.—John C. Johnson, aged seventy-two years. Killed at Morristown. He attempted to step from the platform of the depot down on the track, as the freight cars were entering the freight house, and was crushed between the door post and car.

May 11, 1857.—William Kirk, an engineer in the employ of company, was killed at Newark, by stepping behind an engine while the same was in backward motion.

June 2, 1857.—John Ferris, an employee of company, on track, repairs. Was found dead on the track near Stanhope. Supposed to have been killed by freight train of company the night previous. The men on the train did not see the occurrence, or know of his death until the next day.

September 9, 1857.—Stephen Burns, aged about sixty years, was killed on the track near the Summit. Supposed to have been intoxicated.

The inquests in each case fully acquitted the company and their employees of all blame.

JOEL W. CONDIT,
President pro tem.

State of New Jersey, Essex county, ss :

Be it remembered, that on this twenty-seventh day of January, in the year of our Lord one thousand eight hundred and fifty-eight, before me, Amzi Dodd, a Master in Chancery of said State, personally appeared Joel W. Condit, the President *pro tempore* of the Morris and Essex Railroad Company, who, being by me duly sworn, on his oath doth depose and say : that the matters and things set forth in the foregoing report or statement are true, to the best of his knowledge and belief.

JOEL W. CONDIT,
President pro tempore.

Sworn and subscribed before me, at Newark, January 27, 1858.

AMZI DODD,
Master in Chancery.

REPORT

OF THE

NEWARK & BLOOMFIELD RAILROAD COMPANY.

To the Honorable the Legislature of the State of New Jersey :

Annual report of the Newark and Bloomfield Railroad Company to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January, eighteen hundred and fifty-eight, and the operations of the company for the year eighteen hundred and fifty-seven.

Amount of capital stock paid in, . . . \$101,749 03

Cost of road and its appendages to date . . \$101,382 09

The company are not indebted for anything whatever except the wages due the employees for the month of December last, and a few small items payable on presentation.

Income from passengers, freight, &c., during the

year 1857, \$14,246 72

Paid for repairs, maintenance of way, motive

power and contingencies, \$14,137 62

There has been transported on the road during the year, eighty-three thousand one hundred and eight passengers, exclusive of commuters and those who ride free. The following shows the number of passengers carried :

Between Newark and Roseville,	.	.	.	3,445
" " Bloomfield,	.	.	.	50,019
" " West Bloomfield,	.	.	.	25,669
Way passengers,	.	.	.	3,975

Total, 83,108

The number of miles run during the year is 17,212.

Not the slightest accident has occurred to either passenger or employee, and the trains have run with uniform regularity throughout the whole year.

State of New Jersey, Essex County, ss :

Personally appeared before me, Robert L. Cook, Justice of the Peace for said county, Joseph A. Davis, President of the Newark and Bloomfield Railroad Company, who being duly sworn saith, that the foregoing statement of the condition of the said railroad company, is true, to the best of his knowledge and belief.

JOSEPH A. DAVIS,
President of N. & B. R. R. Co.

Sworn and subscribed before me, January twenty-eighth, eighteen hundred and fifty-eight.

R. L. Cook,
Justice of the Peace.

REPORT

OF THE

WARREN RAILROAD COMPANY.

NEW JERSEY, JANUARY 1, 1858.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An act respecting annual reports of railroads and other companies," passed twenty-second of February, eighteen hundred and fifty-two, the Warren Railroad Company present the following report of the condition of their affairs up to January first, eighteen hundred and fifty-eight.

To capital stock issued and actually paid, .	\$879,00 00
To mortgage bonds, due 1875, sold, .	592,400 00
To other indebtedness, incurred principally the last year in the construction of the Vanness Gap Tunnel,	48,000
	<hr/>
	\$1,519,400 00

To the cost of said railroad, including lands
for right of way, depots, buildings, tempo-
rary track and expenditures on the Vanness
Gap tunnel, up to the above date, . \$1,519,400 00

EARNINGS OF THE ROAD FROM FIRST JANUARY, 1857, TO DECEMBER 31ST, 1857.

Freight on coal, merchandise, &c.,	.	.	.	.	\$143,714 38
Passengers,	.	.	.	.	15,987 09
Extra baggage,	.	.	.	.	47 60
Express,	.	.	.	.	1,118 17
Mails,	.	.	.	.	1,294 02
Telegraph,	.	.	.	.	103 77
					<hr/>
					\$162,265 03

The running expenses of the road,
including repairs, is estimated at
50 per cent., . . . \$81,132 51

Paid interest on Warren railroad
bonds, \$572,400, at 7 per cent., 40,068 00

\$121,200 51

Balance of earnings, . . . \$41,064 52

The company paid on capital stock an interest dividend in April last of three and a half per cent., since which time nothing has been paid.

No injury by accident to any of the passengers has been reported during the last year.

The road is in fine condition as well as the temporary track.

The contractors have done considerable work the past season on the Vanness Gap tunnel. The construction of this tunnel is a great work, being when completed nearly 3,000 feet long. The Vass Gap tunnel on this road, now completed, and near the Delaware is about 900 feet long. I believe this was the first and now the only railroad tunnel in use in this State.

All of which is respectfully submitted,

J. I. BLAIR, *President.*

State of New Jersey, Hudson County, ss:

John I. Blair, President of the Warren Railroad Com-

pany, being duly sworn according to law, on his oath saith that the statements and facts set forth in the foregoing report, are true, as he verily believes.

J. I. BLAIR.

Sworn and subscribed before me, this twenty-eighth day of January, eighteen hundred and fifty-eight, at Jersey City, New Jersey.

J. W. SANDER.

Master in Chancery of New Jersey.



REPORT

OF THE

CENTRAL RAILROAD COMPANY OF N. J.,

JANUARY 1, 1858.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An act respecting annual reports to the legislature of railroad and other companies," passed February twenty-fourth, eighteen hundred and fifty-two, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the first of January, eighteen hundred and fifty-eight.

Capital stock,	\$2,000,000 00
First mortgage bonds,	1,500,000 00
Second " "	1,500,000 00
Other indebtedness,	504,927 36
Nett earnings, less interest, &c.,	44,588 55
	<hr/>
	\$5,550,415 91

Cost of road, April 1st, 1857, \$4,370,640 28	
Expenditures since,	129,205 85
Land and work at Elizabethport,	131,072 27
Station houses and shops,	139,349 94
	<hr/>
	4,770,268 34
Engines,	246,940 00
Cars,	177,038 32
	<hr/>
	423,528 32

Ferry interest and boats,	212,850 00	
Miscellaneous property, wood, and materials on hand,	143,769 25	
	<hr/>	356,619 25
		<hr/>
		\$5,550,415 91

ORDINARY RECEIPTS.

Passengers, . . .	181,228 59	
Coal freight, . . .	214,077 41	
Merchandise freight, . .	270,559 81	
Mail, express, rents, &c.,	16,447 76	
	<hr/>	682,313 57

ORDINARY EXPENSES.

Running expenses, . . .	90,422 20	
Wood consumed, . . .	71,285 55	
Coal,	15,332 15	
Repairs of road, . . .	37,237 02	
" of cars, engines, &c., .	43,412 04	
Ferry expenses, . . .	54,053 36	
Expense account, . . .	14,107 22	
Miscellaneous expenses, .	14,952 69	
Taxes to state, . . .	16,147 07	
	<hr/>	356,649 30

Balance nett earnings, . . . \$325,664 27

DIVIDEND.

A dividend of three and one half per cent. from earnings was paid to the stockholders on the first of May.

CONSTRUCTION.

During the last year the second track, the branch road at Elizabethport, and the alterations in the original track, have been entirely completed, excepting only a very small part of the graveling.

The company have now no unfinished work on hand.

Number of passengers carried to and from New York and the various stations on the road, during the year :

STATIONS.	FROM.	TO	TOTAL.
New York, . . .	83,765½	82,653	166,418½
Elizabethport, . . .	28,105½	25,798	53,903½
Elizabeth, . . .	23,314½	24,697	48,011½
Newark, N. J. R. R.,	6,663½	6,648½	13,312
Craneville, . . .	3,436½	3,437½	6,874
Westfield, . . .	6,031½	6,231½	12,263
Scotch Plains, . . .	6,295	5,584½	11,879½
Plainfield, . . .	30,227½	29,828	60,055½
New Market, . . .	5,003	7,169	12,172
Bound Brook, . . .	10,659½	10,474½	21,134
Somerville, . . .	14,997	15,417½	30,414½
Raritan, . . .	2,324	2,379	4,703
North Branch, . . .	2,067½	2,081	4,148½
White House, . . .	6,155	6,202	12,357
Lebanon, . . .	2,221	2,180½	4,401½
Clinton, . . .	4,990	5,149	10,139
Clarksville, . . .	3,758	3,923	7,681
New Hampton, . . .	12,569	11,976½	24,545½
Asbury, . . .	2,159	1,887½	4,046½
Valley, . . .	1,766	1,705	3,471
Bloomsbury, . . .	2,905½	2,929½	5,835
Springtown, . . .	1,340	1,361½	2,701½
Phillipsburg, . . .	9,149	7,979	17,128
Easton, . . .	12,228	14,438½	26,666½
	282,131	282,131	

Actual number of passengers carried, 282,131

Number of tons of freight carried on the road during the year.

Between New York and Craneville,	.	.	208
“ “ “ Westfield,	.	.	235
“ “ “ Scotch Plains,	.	.	1,360
“ “ “ Plainfield,	.	.	1,413
“ “ “ New Market	.	.	629
“ “ “ Bound Brook,	.	.	677
“ “ “ Somerville,	.	.	2,235
“ “ “ Raritan,	.	.	2,189
“ “ “ North Branch,	.	.	3,156
“ “ “ White House,	.	.	2,892
“ “ “ Lebanon,	.	.	1,898
“ “ “ Clinton,	.	.	5,823
“ “ “ Clarksville,	.	.	727
“ “ “ New Hampton,	.	.	25,168
“ “ “ Asbury,	.	.	582
“ “ “ Valley,	.	.	305
“ “ “ Bloomsbury,	.	.	1,192
“ “ “ Springtown,	.	.	640
“ “ “ Phillipsburg,	.	.	3,616
“ “ “ Easton,	.	.	10,367
“ Elizabethport and New Hampton,	.	.	212,053
“ “ “ Phillipsburg,	.	.	88,100
“ Elizabeth “ New Hampton,	.	.	380
“ “ “ Phillipsburg,	.	.	11,896
“ all intermediate stations,	.	.	23,847
Total number of tons			401,583
Total number of tons carried one mile,			20,205,159
Number of miles run by passenger trains,			127,608
“ “ “ freight			81,514
“ “ “ coal			132,593
“ “ “ wood			16,504
“ “ “ construction trains,			46,837
Total number of miles run by trains,			405,056

ACCIDENTS FOR 1857.

On the 24th January, as the afternoon passenger train from Easton was leaving White House station, a man named Edward Hart, in attempting to get on the cars from the side opposite the platform, fell and was forced so hard against a bank of frozen snow and ice that he died the next day. F. P. Hill, conductor; John S. Whitford, engineer. Both still in the employ of the company.

On the 5th June, as the freight train from Elizabethport was approaching White House station, Charles S. Ray, the conductor, in attempting to jump from the top of one freight car to another, while the train was in motion, fell between the cars, was run over and instantly killed. Charles Rogers, engineer. Still employed by the company.

On the 12th June, as the 3.30 P. M. passenger train from New York was coming out of the cut about one mile east of North Branch station, a man named — Clawson, stepped on the track in front of the approaching train, and was instantly killed. L. C. Voorhees, conductor; Daniel S. Kenyon, engineer. Both still in the employ of the company.

On the 3rd of August, as the 3.15 P. M. passenger train from Easton was passing a curve about three quarters of a mile east of Clinton High Bridge, a very old man, named Samuel Osman, who was sitting on the track, was struck by the engine and instantly killed. F. P. Hill, conductor; James F. White, engineer. Both at present in the employ of the company.

On the 8th August, Peter Haley, a laborer on a gravel train at Phillipsburg, in attempting to get on a car while the train was in motion, fell and was so much injured by the cars passing over him that he died two hours afterwards. William Judd, conductor; James Bartlett, engineer. Both still employed by the company.

On the 7th September, Ephraim Corriell, in attempting to pass Winans' crossing, about one and a half miles east of Bound Brook station, with his two-horse wagon, while a

gravel train was backing on the track, the wagon was struck by the rear car of the train, throwing the car off the track, breaking the wagon and killing Mr. Corriell, the owner, and Joseph Dunn, William Donnelly, and William Murphy, laborers, on the train. John Fallen, another laborer, had his leg so badly broken that amputation was necessary. Stephen O. Horton, conductor; John L. Whitford, engineer. The latter is still in the employment of the company.

On the 14th September, a man named Henry Meyers was found dead on the track, about one mile east of Elizabeth station. Supposed to have been run over by the night express freight train. O. D. Hayne, conductor; Thomas Parks, engineer. The latter is still employed by the company.

On the 22d September, an unknown man, while in a state of intoxication, walked on the track immediately in front of the 3.15 P. M. passenger train from Easton, between Raritan and Somerville, and was instantly killed. E. W. Stearns, conductor; James F. White, engineer. The latter is still in the employ of the company.

JOHN T. JOHNSTON, *President.*

Subscribed and sworn before me, the thirtieth day of January, Anno Domini eighteen hundred and fifty-eight, at the city and in the State of New York.

RICHARD GOODMAN,
Commissioner for New Jersey.

REPORT

OF THE

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY,

FOR THE YEAR COMMENCING JAN. 1, 1857, AND ENDING JAN. 1, 1858.

To the Legislature of the State of New Jersey :

The capital stock of this Company paid up, .	\$150,000 00
The funded debt is,	73,800
Other indebtedness,	64,713 07

\$288,513 07

The road has been worked by the Belvidere Delaware Railroad Company during this year. The receipts from the income of the road during the same time have been—

From passengers,	\$5,815 86
From general freight,	6,479 30
Coal freight,	248 30
Mail,	600 00

\$13,143 46

Estimated expenses of working the road, . 10,600 00

No dividends have been made.

No accidents have occurred on the road during the same time. The company have agreed to increase their capital stock \$50,000, but have not sold any new stock.

State of New Jersey, Hunterdon County, ss :

Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn, according to law, on his oath saith that the foregoing statement and report is just and true, according to the best of his knowledge, information and belief.

C. BARTLES, *President.*

Sworn and subscribed before me, this thirtieth day of January, eighteen hundred and fifty-eight.

B. VANSICKLE,
Master in Chancery.

REPORT

OF THE

CAMDEN AND ATLANTIC RAILROAD COMPANY,

JANUARY 1, 1858.

To the Legislature of the State of New Jersey:

In obedience to the act passed the twenty-fourth of February, eighteen hundred and fifty-two, entitled "An act respecting annual reports to the legislature of railroads and canal companies," the Camden and Atlantic Railroad Company presents the following report:

Capital stock paid in,	.	.	.	\$668,354 60
Funded debt,	.	.	.	996,800 00
Floating debt,	.	.	.	415,631 94
Cost of railroad and equipment,	.	.	.	1,781,158 41
Interest paid during the year 1857,	.	.	.	56,875 78

RECEIPTS OF THE ROAD FOR THE YEAR 1857.

From passengers,	.	.	\$82,823 15
" freight, .	.	.	37,365 32
" other sources, .	.	.	2,734 77
<hr/>			
			\$122,923 24

EXPENSES OF THE ROAD FOR THE YEAR 1857.

For working said road, including repairs, maintenance of way, motive power and contingencies,	\$71,421 11
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Accidents which have occurred during the year eighteen hundred and fifty-seven, and the cause of the same, with the names of the persons injured and the extent of their injuries ; also, the names of the engineers and conductors under whose management such accidents occurred, and whether such engineers and conductors are still retained in the employ of the Company.

July 14, 1857.—Thos. J. Yapp, a brakeman in the employ of the company, was killed by being caught between two cars, which he was endeavoring to couple while the train was backing into the siding at Haddonfield. He was cautioned by the conductor against making the attempt while the cars were in motion. Mark Glen, conductor ; John Hutchinson, engineer. Both retained.

July 29.—William Campbell killed. About 4 o'clock in the morning, the engineer was backing his engine round the Y at Atlantic, preparatory to his up trip, when the above named William Campbell, who was lying on the track, was run over and killed. A man with a light was stationed on the hinder part of the tender, and the bell rung continuously. Sylvester Palmer, engineer. Retained.

September 5.—On this day a collision took place near White Horse station, between the down express passenger train and the up freight train, by which William Donnelly, conductor ; John Edwards, Fireman, and William G. Lowe, a man riding on the engine, and William A. Siner, a passenger who jumped from the cars before the trains struck, were killed. Edward B. Wolf had his leg broken, and Messrs. Geo. W. Richards, Samuel P. Richards, Richard P. Osborne, E. K. Massey, James Russell and William S. Smith, were slightly injured. Both trains were running out of time. William Donnelly, conductor of express ; James Gordon, engineer of do. Robert M. Tuttle, conductor of freight ; James Brooks, engineer of do. Wm. Donnelly was killed, and James Gordon, Robert M. Tuttle, and James Brooks, were discharged and have not since been in the employ of the company.

September 12.—John Horner, a resident at Atlantic, in attempting to jump on the cars while they were in motion, slipped, fell across the track, was run over and killed. D. H. Mundy, conductor; John Hutchinson, engineer. Both retained.

JOHN BRODHEAD, *President.*

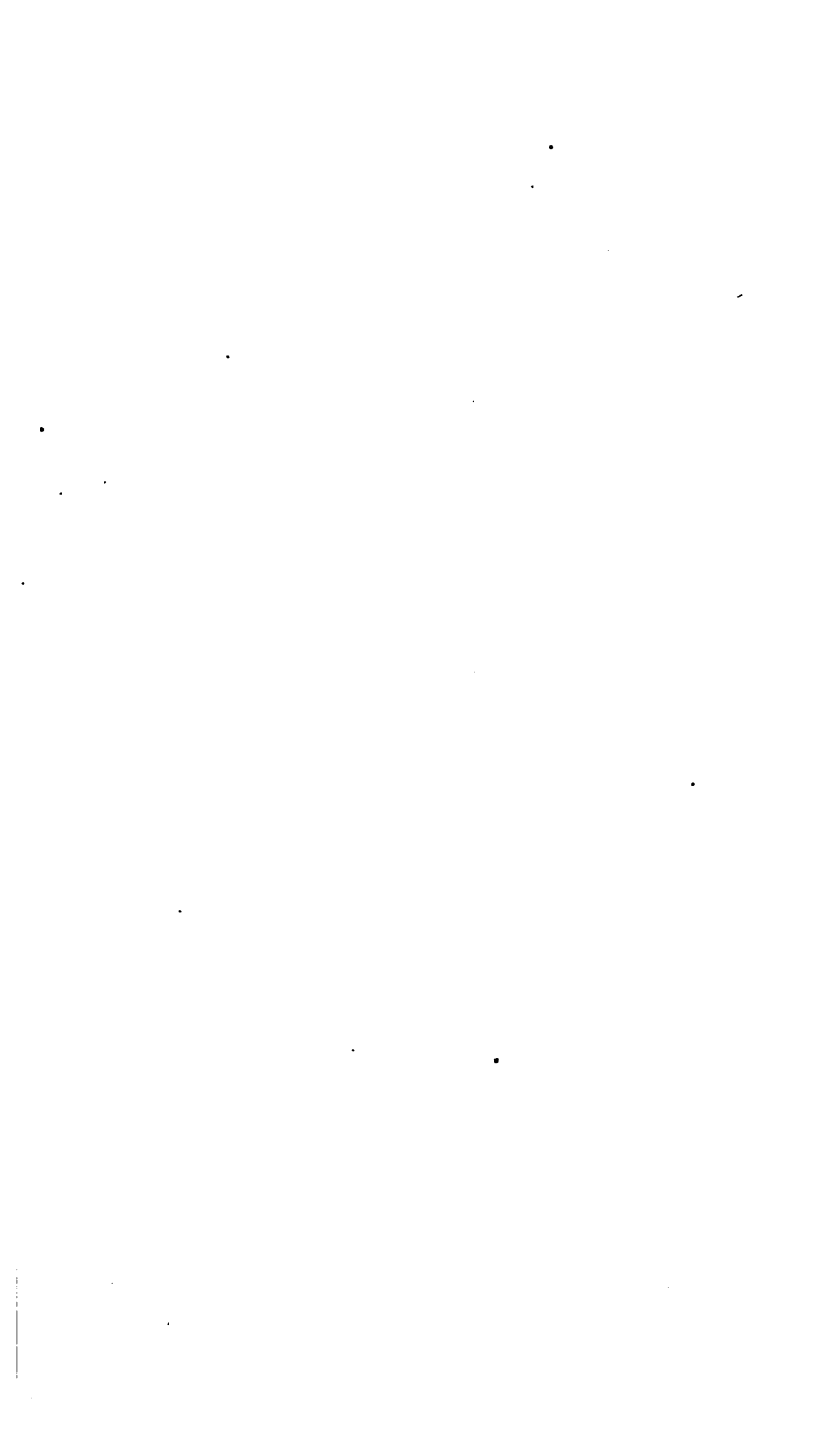
FEBRUARY 2, 1858.

State of Pennsylvania, City of Philadelphia, ss :

There and then personally appeared John Brodhead, before me, David B. Birney, a commissioner of the State of New Jersey for and in the State of Pennsylvania, and made solemn oath that the foregoing statement is true, to the best of his knowledge and belief.

Witness my hand and official seal, the day and year aforesaid.

DAVID B. BIRNEY,
Commissioner of the State of New Jersey.



REPORT

OF THE

BELVIDERE DELAWARE RAILROAD CO.,

FOR THE YEAR 1857.

January, 1858.

To the Legislature of the State of New Jersey :

The capital stock of the Belvidere Delaware Railroad Company is \$1,000,000, all paid in.

Their indebtedness is as follows, viz :

Funded debt,	\$1,500,000 00
Owing to Delaware and Raritan Canal and Camden and Amboy Railroad and Trans- portation Companies,	289,500 00
Special loans, not properly included in funded debt,	124,624 55
Owing in bank,	81,752 19

The cost of the road and its equipments have been \$2,937,613 64, exclusive of cash and materials on hand.

The Belvidere Delaware Railroad and Flemington Railroad are worked in connection, by the Belvidere Delaware Railroad Company.

The receipts for business on the Belvidere Delaware Railroad were as follows, viz :

From passengers,	\$77,041 08
“ general freights,	70,853 88
“ coal freights,	109,883 39
“ mail and other sources,	21,678 77

Making the whole for B. D. R. R., \$279,457 12

And for business on the Flemington Railroad :

From passengers,	.	.	\$5,815	86
“ general freights,	.	.	6,479	30
“ coal freights,	.	.	248	30
“ mail,	.	.	600	00

Making the whole for F. R. R., . . . 13,143 46

And for both roads together, . . . \$292,600 58

The expenditures for working the two roads
during the year have been, . . . \$167,238 76

From which deduct wood and materials on hand
more than at the beginning of the year, 13,721 72

Making nett cost of working the two roads, \$153,517 04

Of which the estimated expense of working the
Flemington Railroad is, . . . \$10,600 00

Leaving as the proper nett expense of working
the Belvidere Delaware Railroad, . . . \$142,917 04
No dividends have yet been declared by the company.

CASUALTIES.

July 21.—Afternoon up passenger train, struck a small boy, name unknown, asleep on the track, a short distance below Lambertville. His right arm was broken. Smith Ely, conductor; Thomas Charnley, engineer. Both retained in the employ of the company.

September 18.—A colored man, of Trenton, name unknown, while very much intoxicated, jumped, unobserved, upon the connections between two cars of the up coal train, while it was in motion, passing through Trenton, and falling off was crushed by the wheels, and died in a few hours. John Pidcock, conductor; H. A. Williamson, engineer. Both retained in the employ of the company.

CHAS. SITGREAVES,

President of the Belvidere Railroad Company.

State of New Jersey, ss :

Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath saith : that he verily believes the statements made in the foregoing report to be true.

CHAS. SITGREAVES.

Sworn and subscribed, January —, 1858, before me.

J. F. DUMONT,
Master in Chancery.



ANNUAL REPORTS

OF THE

Railroad and Canal Companies,

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 1859.

ORDERED TO BE PRINTED.

TRENTON:

PRINTED AT THE "TRUE AMERICAN" OFFICE.

1859.



TRENTON, FEBRUARY 1, 1859. .

HON. THOMAS H. HERRING,

PRESIDENT OF THE SENATE:

SIR:—Herewith I transmit copies of reports filed in the office of the Secretary of State, on behalf of the several Rail Road and Canal Companies, pursuant to the provisions of the law relating thereto, approved March 11, 1853.

With great respect,

Your obedient servant,

THOS. S. ALLISON,

Secretary of State.



REPORT

OF THE

DELAWARE AND RARITAN CANAL,

AND

CAMDEN AND AMBOY RAILROAD CO'S.

In compliance with an act of the legislature of the State of New Jersey, approved the twenty-fourth day of February, A. D., 1852, the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies, make the following report:

The capital stock paid in of the		
Delaware and Raritan Canal,	\$1,500,000	
To which has been added by au-		
thority of the Legislature,	798,400	\$2,298.400
The capital stock paid in of the Camden and		
Amboy Railroad and Transportation Com-		
pany,		\$1,500,000
		<hr/>
		\$3,798,400
		<hr/>

The funded debts of the above companies are

A loan at 6 per cent. interest,	\$800,000
“ “ 5 “ “	£210,000
“ “ 6 “ “	£225,000
“ “ 6 “ “	\$367,000
“ “ 6 “ “	\$800,000
“ “ 6 “ “	\$1,700,000

Also, a loan of \$2,500,000 authorized by the stockholders for straightening and doubling the track of branch road, and for a subscription and advances to associated companies; of this loan only \$725,000 has been issued.

In addition to the above there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds, at four dollars and eighty cents per pound sterling, bearing an interest of five per centum per annum.

Also, a loan of \$1,175,000 bearing an interest of six per centum per annum, for subscription to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad Companies.

And the companies also are under obligations to pay certain small annuities to persons who have been injured on the railroad.

The cost of the Delaware and Raritan Canal and appurtenances,	\$3,909,075.62
The cost of the Camden and Amboy Railroad and equipments,	\$5,576,795.16
The receipts of the Delaware and Raritan Canal for twelve months, ending on the 31st of December, 1858,	\$454,108.55
Expenses of the Delaware and Raritan Canal for the same period,	174,064.99
Leaving nett,	<hr/> \$280,043.56
The receipts of the Camden and Amboy Railroad Company for twelve months, ending the 31st of December, 1858,	\$1,640,327.86

Expenses of the Camden and Amboy Railroad Company for the same period,	\$874,167.96
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Leaving nett,	\$766,159.90
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Dividends have been paid in cash during the year past of eight per cent. on the capital stock of the Joint Companies.

Report of Accidents which have occurred upon the Camden and Amboy Railroad and branch during the year 1858, with the names of the parties injured, and the causes thereof.

May 8th.—Thomas Cauly, a brakeman, from some unknown cause, fell from his position in the gig top, and was killed, while the train was engaged in drilling at Bordentown.

Thomas D. Shreve, conductor, and Samuel B. Stewart, engine driver of the train, are still in the employ of the company.

October 9th.—An intoxicated man by the name of Lawrence Realy, was killed near South river, by attempting (against the remonstrances of the conductor) to get on the way train while it was in motion.

Joseph Capner was conductor, and James Capner engine driver. Both are at present in the employ of the company.

December 18th.—The 8 A. M. mail train up, when between Bordentown and Trenton, came in contact with the boom and bow-sprit of a large schooner, whereby the train guard and J. Wesley Thompson were injured but not seriously.

William Cowls conductor, and J. Wesley Thompson engine driver, are still retained in service, and the train guard also.

December 28th.—A passenger by the 6 P. M. mail line up received an injury in the head and back by jumping from the way car, while the train was in motion. The injuries were not dangerous.

Charles Atkinson conductor, Emanuel Perry engine driver. Both are still in the employ of the company.

State of New Jersey, ss.

Before me, James S. Green, one of the Masters of the said State, personally appeared Robert F. Stockton, President of the Delaware and Raritan Canal Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true according to the best of his knowledge and belief.

R. F. STOCKTON, President.

Sworn and subscribed before me this twenty-fourth day of January, 1859.

JAS. S. GREEN, M. C.

State of New Jersey, ss.

Before me, James S. Green, one of the Masters of the said State, personally appeared William Cook, President *pro tem* of the Camden and Amboy Railroad and Transportation Company, who being duly sworn doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation, is true according to the best of his knowledge and belief.

WILLIAM COOK, President *pro tem*.

Sworn and subscribed before me, this twenty-fifth day of January, 1859.

JAS. S. GREEN, M. C.

ANNUAL REPORT
OF THE
N. J. RAILROAD AND TRANSPORTATION
COMPANY,
TO THE
LEGISLATURE OF NEW JERSEY, FOR 1858.

In obedience to the act passed February twenty-fourth, eighteen hundred and fifty-two, entitled "An act respecting annual reports to the legislature of railroads and other companies," the New Jersey Railroad and Transportation Company present the following report:

January 1st, 1859.

Capital stock,	\$3,749,000 00
Funded debt, (including \$485,000, the cost of the property and privileges purchased of the Jer- sey associates,)	711,420 00

Profit and loss, being the surplus earnings expended in the construction of the road, and in the payment of property, stated below,	\$381,502 57	
Less paid for relaying the road with new rail, and additional arches to the Raritan viaduct,	39,204 67	
	<hr/>	342,297 90
Dividends 1st January, payable 1st February, 1859,		187,450 00
		<hr/>
		\$4,990,167 90

Cost of Railroad and Equipments.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engineering, land and land damages,	\$3,225,521 95
Locomotives, tenders, and snow plows,	140,280 09
Cars—passenger, freight and baggage,	173,015 26

Property, viz :

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, including the property and privileges purchased of the Jersey associates for \$485,000,	1,248,321 96
Cash in bank and cash items on demand,	203,018 54
	<hr/>
	1,451,340 50
	<hr/>
	\$4,990,167 90

Receipts and expenses for the year 1858.

RECEIPTS.

From passengers,	\$645,403 20	
“ freight,	78,066 01	
“ U. S. mail rents, express, freight and other sources,	179,989 24	
	<hr/>	903,458 45

EXPENSES.

Maintaining railroads, bridges and buildings,	69,500 27	
Repairs of locomotives, cars and machinery,	34,677 52	
Fuel, cost and labor in preparing,	51,510 17	
Operating the road and transport- ing passengers and freight,	183,569 68	
Office expenses, salaries and con- tingencies,	113,983 22	
	<hr/>	249,370 73
		<hr/>
		\$554,087 72
		<hr/>
Interest on bonds,	\$44,496 49	
Transit duty on passengers and freight,	15,035 51	
Tax on capital stock,	18,122 50	
Dividends in cash, August and February,	262,450 00	
Profit and loss to surplus earnings,	113,983 22	
	<hr/>	\$554,087 72

Operations of the Company during the year 1858.

The number of passengers and tons of goods, wares and merchandize transported over the New Jersey Railroad and Transportation Company during the year 1858.

Passing over the whole of the road,	276,559
“ between Jersey City and Newark,	1,079,405
“ “ “ “ Elizabeth,	120,837½
“ “ “ “ Rahway,	66,723½
“ “ “ “ Uniontown	
and Metuchin,	9,880½
“ between Jersey City and New Brunswick,	73,231
“ “ “ “ all intermediate,	484,356½

Total, two million one hundred and ten thousand nine hundred and ninety-three, 2,110,993
(Not including commuters and free passengers.)

GOODS, WARES AND MERCHANDIZE.

Running over the whole line of the road,	1,181½
“ between Jersey City and Newark,	38,436½
“ “ “ “ Elizabeth,	1,997½
“ “ “ “ Rahway,	3,968
“ “ “ “ New Brunswick,	10,360
“ “ “ “ all intermediate,	29,517

Total, eighty-five thousand four hundred and sixty and a half tons, 85,460½

Number of miles run by passenger, freight and other trains, 898,784

OFFICE NEW JERSEY R. R. & T. Co., }
January 24th, 1859.

H. J. SOUTHMAYD, *Treasurer.*

F. WOLCOTT JACKSON, *Secretary.*

JOHN S. DARCY,
Pres't N. J. R. R. & Tr. Co.

JOHN P. JACKSON,
Vice Pres't & Gen'l Sup't.

State of New Jersey, ss.

John S. Darcy, President of the New Jersey Railroad and Transportation Company, being duly sworn, on his oath saith, that the foregoing report, and the annexed statement, are true, to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me, this — day of January, 1859.

JOHN P. JACKSON, *Master in Chancery.*

Accidents that have occurred during the year 1858, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured, and the extent of their injuries; also the names of the Engineers and Conductors, under whose management such accidents have occurred, and whether such Engineers and Conductors are still retained in the employ of the company.

1858—*January 7*—A woman named Mary Tully was killed while walking on the track, near the Wheat Sheaf, by the engine of the Rahway train. Thomas Doughty, conductor; Henry Hummell, engineer. Still in the employ of the company.

January 18—William A. Ham, brakeman on the Millstone freight train, was killed while standing upon the track, as the train was backing at the Jersey City depot. Allen Grimsted, conductor; Abraham Condit, engineer. Both in the employ of the company.

February 1—A man named William Mandeville was struck by the pilot of the 4 P. M. Philadelphia train, while lying on the track. Engineer saw several persons walking on the track, blew his whistle, and upon approaching them, when near Bound Creek, saw a person lying upon the track; he was running very slow, and did all he could to stop the train. An inquest was held at Elizabeth. John Campbell, engineer; J. Fernald, conductor. Still in the employ of the company.

February 12.—The 6.10 P. M. train from New York

struck and killed a man while walking on the track near the Fish House. His name was James Johnson; he was seen at East Newark very much intoxicated. An inquest was held. Thomas C. Cox, conductor; A. B. Harrison, engineer. Still in the employ of the company.

May 15.—An unknown woman was struck by the engine of the owl line, between Rahway and Elizabeth, about two o'clock in the morning, while walking on the track. The lamp shone upon her from the engine; engineer blew his whistle and broke up, but too late. John Campbell, engineer; J. Fernald, conductor. Still in the employ of the company.

July 19.—A man named Thomas Haley, of Elizabeth, was found dead upon the track near Newark, by the engineer of the Millstone train, who saw him lying on the track as the train approached. The brakes were applied and the train passed over him. Allen Grinsted, conductor; Abram Condit, engineer. Still in the employ of the company.

July 5.—A black man attempting to cross the track at Rahway, in front of the engine of the freight train, while in motion, had his leg taken off, and he died in the night. His name was not known. He was seen to be very much intoxicated previous. Allen Grinsted, conductor; Abram Condit, engineer. Still in company's employ.

August 22.—A man named John Nebo, of New York, jumped from the 8.30 P. M. train from Newark, as it was entering the depot at Jersey City, and fractured his thigh. Now doing well. Allen Grinsted, conductor; Ralph Page, engineer. Still in the employ of the company.

August 26.—A man named William Anderson, carrying a chest on his back, was struck by the engine of the 10 A. M. train from Newark, while walking on the track in the curve near the canal bridge; had one arm taken off, after which sent to the New York Hospital, and is now well otherwise. James R. Smith, engineer; N. R. Harring, conductor. Still in the employ of the company.

September 3.—A man named Richard Anderson, an em-

ployee as gate keeper Jersey City, was run over by an engine of the N. Y. & E. R. R.; he was setting in front of the gate house, in his chair, asleep, at the Prospect street crossing; he was rolled under the engine and killed.

September 28.—An aged gentleman named Samuel Lyon was killed by the engine of the 11 A. M. train from New York, while attempting to cross the track (diagonally) on Railroad Avenue, Newark. He was seen some distance ahead of the train, walking beside the track; engineer not expecting him to cross, went very slow, blowing his whistle, and when within a few feet, he attempted to cross ahead of the engine, and was killed. Thomas C. Cox, conductor; A. B. Harrison, engineer. Still in the employ of the company.

September 30.—A black man was killed by the gravel train, near Hintonville, while walking on the track. The signal was given for him to leave the track, and the brakes applied, but too late to save him. William Mentin, conductor; John Sindle, engineer. Still in the employ of the company.

November 26.—A little boy, between seven and eight years of age, son of Mr. Lewis Hoff, of Rahway, was injured by attempting to run across the track ahead of the 7.40 A. M. train from New York, which was running slowly—the engine passed over his legs; he died the same evening. Conductor, Thomas Doughty; engineer, John Campbell.—Still in the employ of the company.

December 5.—A man named James Culbert was run over by the 9 P. M. train from Newark, while lying on the track (Sunday night) inside the entrance of the old depot, Jersey City, intoxicated, and supposed to have been asleep. Ralph Page, engineer; John Headden, conductor. Still in company's employ.

December 17.—Thomas Griffith, grocer in New York, was instantly killed by attempting to get on the Millstone freight train, while running slowly, as it was passing Centre street station, Newark, after ten o'clock at night. This train does not stop at this station. Allen Grinsted, conduc-

tor; Abram Condit, engineer. Still in the company's employ.

RECAPITULATION.

Number of passengers, or others killed, while in the cars,	0
“ “ persons killed while walking on the track,	8
“ “ persons killed in attempting to jump on the cars while in motion,	1
“ “ persons killed while lying upon the track,	1
“ “ persons found dead upon the track,	1
“ “ employees killed by being run over by the cars, one by the N. Y. & E. R. R. cars,	2
“ “ persons injured while walking on the track,	1
“ “ persons injured by jumping from the cars while in motion,	1
	—
	15
Total killed, - - - - -	12
Found dead, - - - - -	1
Injured seriously, - - - - -	2
	—
	15

I certify the foregoing to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

JAMES W. WOODRUFF,
Assistant Superintendent.

January 25, 1859.

R E P O R T

OF THE

MILLSTONE & NEW BRUNSWICK R. R. CO.,

TO THE

LEGISLATURE OF NEW JERSEY, FOR 1858.

JANUARY 1, 1859.

Length of road completed, (miles,) 6 63-100.

Capital stock paid in, \$102,365 00

Floating debt, 8,749 00

————— \$111,114 00

Cost of Railroad to date.

For graduation, masonry, superstructure, iron,
passenger and freight stations, land dam-
ages and engineering,

\$111,114 00

Passengers.

Over the whole line, between New Brunswick
and East Millstone,

9,068½

Over the whole line between New Brunswick
and Middlebush,

2,876

Over the whole line between New Brunswick
and Voorhees,
Intermediate,

1,362
430½

Total number of passengers,
Number of tons of goods, wares, &c.,
Receipts.

13,737
6,719

Passengers,
Freight,

\$2,860 51
5,010 33

Expenses,

7,870 84
4,576 00

3,294 84

No accidents on the road during the year.

State of New Jersey, ss.

Be it remembered that on this twenty-eighth day of January, A. D. 1859, personally appeared before me, John P. Jackson, one of the Masters in Chancery of New Jersey, Isaac R. Cornell, President of the Millstone and New Brunswick Railroad Company, who being duly sworn, deposeth and saith that the within report is correct and true according to the best of his knowledge and belief.

ISAAC R. CORNELL,

President of the Millstone and New Brunswick R. R. Co.

Sworn and subscribed before me the day and year aforesaid.

JOHN P. JACKSON,
Master in Chancery.

ANNUAL REPORT

OF THE

PATERSON AND HUDSON RIVER R. R. CO.,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The President of the Paterson and Hudson River Railroad Company, respectfully reports:

That the capital stock of the said company is
now, \$630,000

The cost of said road, including land, depot
buildings, and appurtenances, is 630,000

There is no funded debt of this company.

The rent of the road, &c., is per annum 53,400

Two dividends of 4 per cent. each, amounting
to, and which has been paid in cash last year, 50,400

The said road being now under lease to, and managed by
another company, sanctioned by the legislature of this State,
this company has no other knowledge of the matters required
than the above statement.

All which is respectfully submitted.

ROBERT BAYARD, *President.*

Dated January 17, 1859.

State of New Jersey, ss.

Personally appeared before me Robert Bayard, who being by me duly sworn according to law, deposeth and saith that the foregoing statement is true, to the best of his information and belief, and further, that he is President of the said company.

ROBERT BAYARD.

Sworn and subscribed before me this seventeenth day of January, A. D. 1859.

A. S. PENNINGTON,

Master in Chancery.

ANNUAL REPORT

OF THE

PATERSON AND RAMAPO RAILROAD CO.,

FOR THE YEAR 1858.

Capital stock actually paid in,	\$248,225 00
Amount of funded debt,	100,000 00
Other debts, December 31, 1858,	1,200 00
Cost of road and equipments,	350,000 00
Income—Rent from the New York and Erie Railroad Company,	26,500 00
Amount of dividends, paid from earnings five and a half per cent. on \$248,000,	16,390 00
Expenditures for contingencies, taxes, &c.,	5,383 76
Interest on bonds of \$100,000 00 at 7 per cent.,	7,000 00

The said road being under lease to, and operated by the New York and Erie Railroad Company under sanction of the legislature of the State of New Jersey, this company have no knowledge of the other matters required.

All which is respectfully submitted.

ROBERT BAYARD.

State of New Jersey, Passaic County, ss.

Robert Bayard being duly sworn, on his oath saith, that he is President of the Paterson and Ramapo Railroad Com-

pany, and that the foregoing report is true, to the best of **his** knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed January 10th, 1859, before me.

WILLIAM GLEDHILL,

Master in Chancery of New Jersey.

*Report of accidents on the Paterson and Hudson River and
Paterson and Ramapo Railroad.*

There was no accident involving loss of life or personal injury, during the year 1858.

The New York and Erie Railroad Company have operated during the past year, the roads of the Paterson and Hudson River Railroad Company, and of the Paterson and Ramapo Railroad Company, under the leases made by said companies, in connection with the New York and Erie Road, and have repaired and maintained said roads, and furnished all the motive power used thereon; and the particulars of such operations and expenditures have been kept as part of the general accounts of the company, and cannot be more particularly specified by them, as applicable exclusively to said roads.

City and County of New York, *ss.*

I, S. F. Headley, Assistant President of the New York and Erie Railroad Company, being duly sworn, depose and say, that the above report is true and correct, to the best of my knowledge and belief.

S. F. HEADLEY,

Assistant President.

Sworn to before me, this 29th day of January, 1859.

E. M. BROWN,

Commissioner of Deeds.

REPORT

OF THE

SUSSEX RAILROAD COMPANY.

To the Honorable the Legislature of the State of New Jersey :

Annual Report of the Sussex Railroad Company to the legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1859, and their operations for the year 1858.

Capital stock paid in,	\$175,746 00	
Funded debt,	200,000 00	
	<hr style="width: 100px; margin-left: 0;"/>	\$375,746 00
Cost of road and its appurtenances,		375,746 00
Receipts from passengers and freight,		30,941 47
Paid for operating expenses,	\$14,109 17	
“ for repairs of road,	7,703 26	
	<hr style="width: 100px; margin-left: 0;"/>	21,812 43

In this item of repairs of road, about four thousand dollars of the sum has been expended in grading an unfinished part of the road, which is properly chargeable to construction account.

Paid interest on debt of company,	\$12,500	
“ arrears of interest on debt, also interest on bonds, in advance, (coupons taken in payment for stock,)		
	6,193 49	
	<hr style="width: 100px; margin-left: 0;"/>	\$18,693 49

The number of miles run by passenger and freight trains, is about twenty thousand.

No dividends have been paid.

The only accident on the road, was the breaking the wrist of Christopher Stone, one of the employees of the company.

A. PECK, *President.*

New Jersey, Essex county, ss.

Aaron Peck, President of the Sussex Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing report contained are true, to the best of his knowledge and belief.

A. PECK, *President.*

Sworn and subscribed before me, this 29th day of January, A. D. 1859.

ARAM G. SAYRE,

Master in Chancery of N. J.

ANNUAL REPORT

OF THE

FREEHOLD & JAMESBURG AGRICULTURAL RAILROAD COMPANY.

OFFICE FREEHOLD AND JAMESBURG AG. R. R. Co., }
Freehold, N. J., January 24, 1859. }

To the Honorable the Legislature of the State of New Jersey:

The Freehold and Jamesburg Agricultural Railroad Company respectfully report, that their road is in operation from Freehold to Jamesburg, a distance of eleven and a half miles.

The capital stock paid in is	\$168,234 80
The funded debt of the company is a six per cent. loan, due 1880,	20,000 00
Total cost of road and equipment,	220,666 42
Receipts during the year 1858, from passengers, were	15,231 64
From freight,	20,666 90
From U. S. Mail,	572 00
	<hr/> \$36,470 54

The expense for working the road, including repairs, maintenance of way, motive power and contingencies, were	18,586 94
Nett earnings,	\$17,883 60
Interest paid,	\$2,037 66
The number of passengers carried during the year 1858, was	62,029
Tons of goods, wares and merchandise transported during the year 1858, was	23,607½
Miles run by passenger trains,	16,287
Miles run by freight trains,	7,904

No dividends declared during the year.

No accidents have occurred by which any person was injured.

State of New Jersey, ss.

Personally appeared before the subscriber one of the Masters in the Court of Chancery of said State, William D. Davis, President of the Freehold and Jamesburg Agricultural Railroad Company, who being duly sworn doth declare that the foregoing report is true, according to the best of his knowledge and belief.

W. D. DAVIS, *President.*

Sworn and subscribed before me, at Freehold, this twenty fourth day of January, A. D., 1859.

HOLMES W. MURPHY,
Master in Chancery.

REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY.

To the Honorable the Legislature of the State of New Jersey :

Annual report of the Morris and Essex Railroad Company to the legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1859, and their operations for the year 1858.

Capital stock,	\$1,157,805 00
Funded debt,	340,000 00
Contingent Fund,	259,114 17
	<hr/>
	\$1,756,919 17

Cost of road and its appendages, \$1,610,294 46

Capital stock of Newark and

Bloomfield Railroad Co., 55,000 00

Capital stock of Telegraph Co., 2,000 00

Wood on hand, paid for, 9,000 00

Cash and bills receivable, 80,624 71

1,756,919 17

Income from Passengers, Freight, and other sources, during the year.

From passengers, \$134,023 93

From freight, 90,025 72

From mails and sundries, 7,173 17

\$231,222 82

Paid for repairs, maintenance of way, motive power and contingencies, **\$136,703.13**

Number of Passengers carried.

There has been transported on the road during the year 245,186 persons, exclusive of commuters and those who ride free.

The following statement shows the number of passengers carried between Newark and the several stations on the road :

Between Newark and Orange,	62,147
“ “ “ South Orange,	17,021
“ “ “ Stone House,	1,537
“ “ “ Millburn,	16,077
“ “ “ Summit,	10,382
“ “ “ Chatham,	3,926
“ “ “ Madison,	16,438
“ “ “ Morristown,	36,817
“ “ “ Morris Plains,	1,693
“ “ “ Denville,	5,131
“ “ “ Rockaway,	3,327
“ “ “ Dover,	7,001
“ “ “ Drakeville,	3,321
“ “ “ Stanhope,	2,908
“ “ “ Waterloo,	9,259
“ “ “ Hackettstown,	6,419
Way passengers,	41,782
Total,	245,186

Number of Miles run by Trains.

Passenger trains,	96,444 miles.
Freight trains,	32,667 “
Wood and gravel trains,	4,599 “
Total,	133,700

ACCIDENTS.

On the first day of February, 1858, Mrs. Waterfield, of Orange, an aged lady, in attempting to get on the cars after

the train had started, fell, and the wheels of one of the cars passing over, broke one of her legs, from which injury she died the following night.

On the 22d September, 1858, a daughter of Barney Dolan, of East Orange, aged about five years, in attempting to run across the track, was struck by the engine and killed.

On the 24th December, 1858, George Slacker, an employee of the company, was injured by being caught between the train standing on the main track and a car in motion on the side track at Orange, in consequence of which he died in about an hour.

JOEL W. CONDIT,

President pro tem.

New Jersey, Essex county, ss.

Joel W. Condit, President *pro tem.* of the Morris and Essex Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing report contained, are true to the best of his knowledge and belief.

JOEL W. CONDIT.

Sworn and subscribed before me, this 26th day of January, A. D. 1849.

ARAM G. SAYRE,

Master in Chancery of N. J.



REPORT
OF THE
NEWARK & BLOOMFIELD RAILROAD CO.

To the Honorable the Legislature of New Jersey:

Annual report of the Newark and Bloomfield Railroad Company, to the legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1859, and their operations for the year 1858.

Amount of capital stock paid in, \$103,880 00

Cost of road and its appendages to date, 101,627 38

The company are perfectly free from all indebtedness, except the wages due to the employees, for the month of December last, and a few small items, payable on presentation.

Income from passengers, freight, &c., during the year \$12,346 27.

Paid for repairs, maintenance of way and contingencies \$10,400 49.

There has been transported over the road during the year 80,622 passengers, exclusive of commuters and those who ride free.

The following shows the number of passengers carried :

Between Newark and Roseville,	3,309
“ “ “ Bloomfield,	50,664
“ “ “ West,	23,472
Way passengers,	3,177
Total,	80,622

The number of miles run during the year is 18,437.

Not the slightest accident has occurred to either passenger or employee of the company, and the trains have run with uniform regularity throughout the whole year.

IRA DODD, *President.*

State of New Jersey, Essex County, ss.

Ira Dodd, President of the Newark and Bloomfield Railroad Company, being duly sworn, on his oath saith that the facts, matters, and things in the foregoing report, are true, to the best of his knowledge and belief.

IRA DODD, *President.*

Sworn and subscribed before me, this twenty-fourth day of January, A. D., 1859.

ARAM G. SAYRE,
Master in Chancery of N. J.

R E P O R T
OF THE
WARREN RAILROAD COMPANY,
OF THE
STATE OF NEW JERSEY.

To the Legislature of the State of New Jersey :

In obedience to an act entitled " An act respecting annual reports of railroads and other companies," passed the 22d of February, 1852, the Warren Railroad Company present the following report of the condition of the affairs of the company up to the 1st of January, 1859 :

Capital stock issued and actually paid in,	\$968,000 00
First mortgage bonds due 1875—sold,	600,000 00
Other indebtedness on the books,	712 92

Cost of said railroad,	\$1,568,712 92
------------------------	----------------

Including land for right of way, depots, buildings, temporary track and expenditures on the Van Ness gap tunnel up to the above date.

Earnings of the Road from the 1st of July, 1858, to 31st of December, 1858.

Freight on coal and merchandize,	\$177,437	10
Passenger fares,	13,549	32
Extra baggage,	26	62
Express,	851	28
Transportation of mail,	1,260	00
Storage,	2	04
Telegraph earnings,	113	99

\$193,240 35

The running expenses of the road, including repairs, depot agents, telegraph, &c., estimated 50 per cent.,

\$96,620 17½

Nett earnings of the road,

\$96,620 17½

Interest paid on \$600,000—first

mortgage bonds for the year, \$42,000 00

Interest dividend paid and to be paid on the capital stock for the year, in all 5¼ per cent.

on \$968,000, 50,820 00 92,820 00

Balance applicable to debts, &c.,

3,800 17½

No injury by accident to any person on the passenger trains has been reported, except that on the evening of the 1st of January, 1858, William Prall, Junior, a citizen of Buttsville, Warren county, was returning home with his wife and two children, with his horse and carriage; when near home, and at the crossing of the public highway, west of the village, he stopped his horse and got out. While holding his horse by the head, until the engine, with a train of empty coal cars, passed—the engine and nearly the entire train had passed—his horse, as supposed, eager to get home, and seeing the road was nearly clear, made a plunge against the car and fell with Mr. Prall, and in the fall it was supposed some part of the car struck his head and killed him.

The horse was somewhat injured, and a small injury done to the wagon. Had Mr. Prall staid in the wagon, or used prudence in not going so near the train, this accident would have been avoided. The conductor of the train, Luther Fillmore, the engineer James Doland.

The Warren Railroad, as well as the temporary track, is in fine order.

The contractors are proceeding with the Van Ness gap tunnel, and have made considerable progress the past year. The expenditure on the tunnel and otherwise, the past season, was about \$49,000. Arrangements are now being made by the contractors to work a day and night force on the east and west entrances to the tunnel, and with an improved engine work the tunnel from the centre shaft. This tunnel is 3000 feet long—the rock very hard—about one foot advance in twenty-four hours is as much as can be done to each force. The tunnel, when completed, reduces the distance in the road about three miles, and equalizes the grade. The estimates to the contractors have been paid in cash, monthly.

All of which is respectfully submitted.

J. I. BLAIR,

President Warren Railroad Company.

State of New Jersey, Hudson county, ss.

John I. Blair, of full age, being duly sworn, on his oath saith, that the facts, matters and things set forth in the above report, which is signed by him, is in all things true, to the best of his knowledge and belief.

J. I. BLAIR.

Sworn and subscribed this twenty-fourth day of January, A. D. 1859, before me, at Jersey City.

S. B. RANSOM,

Master in Chancery of N. J.



REPORT
OF THE
CENTRAL RAILROAD CO. OF NEW JERSEY,
JANUARY 1, 1859,
TO THE LEGISLATURE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports to the Legislature of railroad and other companies," passed February 24th, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the first of January, 1859.

Capital stock,	\$2,000,000 00
First mortgage bonds,	1,500,000 00
Second " "	1,500,000 00
Other indebtedness,	405,920 36
Net earnings, less interest, &c.,	168,402 18
	<hr/>
	\$5,574,322 54

Cost of road,	\$4,482,843 79
Land and work at Elizabethport,	133,470 03
Station houses and shops,	131,800 00
	<hr/>
	\$4,748,113 82

Engines,	256,200 00	
Cars,	173,000 00	
	<hr/>	429,200 00
Ferry interest and boats,	256,350 00	
Miscellaneous property, wood and materials on hand,	140,658 72	
	<hr/>	397,008 72
		<hr/>
		\$5,574,322 54
		<hr/>

RECEIPTS AND EXPENSES FOR 1858.

Ordinary Receipts.

Passengers,	\$171,829 81	
Coal freight,	360,394 36	
Merchandise freight,	289,110 88	
Mail, express, rents, &c.,	15,598 58	
	<hr/>	\$836,933 63

Ordinary Expenses.

Running expenses,	81,535 85	
Wood consumed,	72,608 82	
Coal "	16,936 87	
Repairs of road,	46,404 84	
" cars, engines, &c.,	51,074 96	
Ferry expenses,	48,465 80	
Expenses account,	21,114 89	
Miscellaneous expenses,	7,471 36	
	<hr/>	345,613 39
		<hr/>
Net earnings for 1858,		\$491,320 24
Net earnings from 1857,	\$45,488 55	
Less charges from 1857,	39,697 32	
	<hr/>	5,791 23
		<hr/>
		\$497,111 47

Less taxes to State for 1857,	\$22,363 27	
" " " 1858,	23,851 34	
" interest account for year,	277,046 56	
" charges for renewals,	5,448 12	
	<hr/>	328,709 29
		<hr/>
		\$168,402 18
		<hr/>

DIVIDENDS.

No dividends have been paid during the year, the net earnings having been applied to the reduction of indebtedness.

CONSTRUCTION.

The company have no unfinished work on hand, and nothing has been spent in construction. The gravel trains have been regularly at work, and the cost included in the ordinary expenses.

NUMBER OF PASSENGERS CARRIED TO AND FROM NEW YORK AND
THE VARIOUS STATIONS ON THE ROAD DURING THE YEAR.

Stations.	From.	To.	Total.
New York,	89,689	89,526	179,215
Bergen Point,	2,097	2,150	4,247
Mariner's Harbor,	4,281	3,594	7,875
Elizabethport,	29,968	28,834½	58,802½
Elizabeth,	22,219	23,692½	45,911½
Newark, (N. J. R. R.,)	5,637½	5,808½	11,446
Mulford's,	959½	1,387½	2,347
Craneville,	3,597½	3,664	7,261½
Westfield,	5,497	5,423	10,920
Scotch Plains,	6,515½	6,472½	12,988
Plainfield,	28,745½	28,289	57,034½
New Market,	4,868	5,008½	9,876½
Bound Brook,	10,855½	10,347½	21,203
Somerville,	15,958	15,893	31,851
Raritan,	2,443½	2,505	4,948½
North Branch,	2,285½	2,294½	4,580
White House,	6,293½	6,308½	12,602
Lebanon,	2,310	2,253½	4,563½
Clinton,	4,982½	4,667½	9,650
High Bridge,	2,723	1,431	4,154
Clarksville,	1,497	1,572	3,069
New Hampton,	12,391½	14,091½	26,483
Asbury,	2,443½	2,336½	4,780
Valley,	1,763	1,664½	3,427½
Bloomsbury,	3,101	3,004	6,105
Springtown,	1,344	1,359½	2,703½
Phillipsburgh,	7,841	6,860½	14,801½
Easton,	12,471½	14,239½	26,711
	<hr/> 294,778½	<hr/> 294,778½	
Actual number of passengers carried,			<hr/> 294,778½
Number of persons carried over one mile,			<hr/> 6,500,335

NUMBER OF TONS OF FREIGHT CARRIED ON THE ROAD DURING
THE YEAR.

Between New York and Bergen Point,	66
“ “ “ Mariner's Harbor,	130
“ “ “ Elizabethport,	5,863
“ “ “ Elizabeth,	21
“ “ “ Craneville,	84
“ “ “ Westfield,	197
“ “ “ Scotch Plains,	1,261
“ “ “ Plainfield,	2,899
“ “ “ New Market,	248
“ “ “ Bound Brook,	663
“ “ “ Somerville,	2,270
“ “ “ Raritan,	4,177
“ “ “ North Branch,	3,102
“ “ “ White House,	3,319
“ “ “ Lebanon,	1,422
“ “ “ Clinton,	5,753
“ “ “ High Bridge,	356
“ “ “ Clarksville,	757
“ “ “ New Hampton,	25,377
“ “ “ Asbury,	345
“ “ “ Valley,	458
“ “ “ Bloomsbury,	821
“ “ “ Springtown,	666
“ “ “ Phillipsburgh,	3,224
“ “ “ Easton,	13,205
“ Elizabethport and New Hampton,	410,224
“ “ “ Phillipsburgh,	126,917
“ Elizabeth “ New Hampton,	1,820
“ “ “ Phillipsburgh,	14,202
“ all intermediate stations,	42,883
<hr/>	
Total number of tons,	672,550
Total number of tons carried one mile,	33,849,218
<hr/>	

Number of miles run by passenger trains,	137,237
“ “ “ freight “	83,524
“ “ “ coal “	220,047
“ “ “ wood “	4,866
“ “ “ construction “	24,243
<hr/>	
Total number of miles run by trains,	469,917

ACCIDENTS FOR 1858.

On the 15th of March, early in the evening, a man named Hamilton was found dead on the track near Chilton street bridge, west of Elizabeth station, supposed to have fallen from between the freight cars attached to the Somerville train, and been run over. The company were exonerated from blame by the friends of the deceased. E. W. Welsted, conductor; W. W. Parks, engineer. Both still in the employ of the company.

On the 16th of March, a man named Davenport was found on the track near New Market station, in an insensible condition. He was very much bruised, and died the same night. No blame was attached to the company by his friends.

On the 1st of June the engine of the first morning train from Somerville was thrown from the track near Dunn's Landing, by a car door which had fallen from a freight train passing a short time previous. The engineer was very much bruised, but has since recovered. E. W. Welsted, conductor; W. W. Parks, engineer. Both still employed by the company.

On the 14th of July, John Urmston, engaged in painting the roof of Bloomsbury station, fell to the ground while a coal train was passing, breaking one leg at the thigh, and crushing it at the ankle, so that amputation was necessary. Benjamin T. Hurst, conductor and engineer. Still in the employ of the company.

On the — of August a man by the name of Johnson was found dead on the track west of Asbury station. He was

seen during the previous evening in a state of intoxication, and was probably killed by a coal train passing during the night, of which H. J. Atwood was conductor and engineer. At present in the company's employ.

On the 10th of September, Patrick Keiman, a laborer on the road, was struck by the early passenger train from Easton, when near High Bridge station, and instantly killed. H. P. Baldwin, conductor; Schanck Field, engineer. Both at present in the employ of the company.

On the 15th of September, Mr. Jacob Kramer, 80 years of age, stepped on the track in front of a coal train, on a curve east of Clinton station, and was instantly killed. Noel Kettell, conductor and engineer. Still in the company's employ.

On the 16th of September, as the morning passenger train from New York was passing the grade and curve west of Scotch Plains station, a man, name unknown, was walking on the track, and although whistle, bell, and brakes were all promptly applied, he was struck by the engine and instantly killed. F. P. Hill, conductor; James F. White, engineer. Both still employed by the company.

On the 30th of October, a boy named J. Coleman, about 12 years of age, in attempting to jump on a passing coal train at Elizabeth, fell under the cars, and one arm was so badly crushed that amputation was necessary. John R. McCall, conductor and engineer. Still employed by the company.

On the same day, a fireman named Sumner Hamlin, in kicking the sand pipe of the engine with his foot, was caught by the driving wheel, and so much injured that the toes and part of one foot had to be amputated. Noel Kettell, conductor and engineer. Still in the company's employ.

On the 16th of December, Mr. Cornelius H. Vanderveer, aged about 60 years, and very deaf, was walking on the north track between Somerville and Bound Brook as the 10:10 A. M. passenger train from Easton was coming on the south track. When the train was very near him, Mr. Van-

derveer stepped directly in front of the engine, and was instantly killed. The company was not censured by the friends of the deceased. John Alpaugh, engineer; C. A. Hickman, conductor. Both still in the employ of the company.

JOHN T. JOHNSON, *President*.

Subscribed and sworn before me, the 27th day of January, A. D. 1859, at the city and in the State of New York.

ADRIAN VAN SINDEREN,

Commissioner for the State of New Jersey in New York.

REPORT

OF THE

CAMDEN AND ATLANTIC R. R. CO.

To the Legislature of the State of New Jersey :

In obedience to the act of Assembly, passed February 24, 1852, entitled " An act respecting annual reports to the Legislature, of railroad and canal companies," the Camden and Atlantic Railroad Company presents the following report:

January 1, 1859.

Capital stock paid in,	\$656,635 68
Funded debt,	1,006,800 00
Floating debt,	439,085 01
Cost of railroad and equipments,	1,787,970 03
Interest paid during the year 1858,	41,279 36

Receipts of Road for the year 1858.

From passengers,	\$91,397 91
From freight,	39,004 36
From other sources,	2,819 91
	<hr style="width: 20%; display: inline-block; vertical-align: middle;"/> 133,222 18

Expenses of road for the year 1858, for working said road, including repairs, maintenance of way, motive power and contingencies, 75,257 38

No accident occurred during the year 1858.

JOHN BRODHEAD,
President Camden and Atlantic R. R.

State of Pennsylvania, County of Philadelphia.

On this twenty-fourth day of January, A. D., 1859, before me, Richard Ludlow, a commissioner for the State of New Jersey, resident in Pennsylvania, duly appointed by the Governor of the State of New Jersey, to take acknowledgments, affidavits, &c., personally appeared John Brodhead, known to me to be the individual who has signed the foregoing statement, and he having been duly sworn according to law, did depose and say that the said foregoing statement is true to the best of his knowledge and belief, and that he is the President of the Camden and Atlantic Railroad Company.

RICHARD LUDLOW,

*Commissioner for the State of New Jersey,
No. 204 South 5th Street, Philadelphia.*

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD CO., FOR THE YEAR 1858.

January, 1859.

The capital stock of the Belvidere Delaware Railroad Company is \$1,100,000, all paid in.

Their indebtedness is as follows, viz:—

Funded debt,	\$2,036,000.00
Special loans not properly included in funded debt,	69,970.03
Other indebtedness,	127,830.96

The cost of the road and its equipments has been \$3,173,-285.76, exclusive of cash and materials on hand.

The receipts for business on the Belvidere Delaware Railroad were as follows, viz:

From passengers,	\$68,993.80
From general freight,	54,887.37
From coal freights	76,631.10
From mail and other sources,	23,790.94

Making the whole on B. D. R. R.,	\$224,303.21
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And for business on the Flemington Railroad, worked by B. D. R.

R. Co.—from passengers,	\$5,330.01
From general freights,	6,715.45
From coal freights,	498.00
From mail,	600.00

Making the whole on F. R. R.,	13,143.46
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And for both roads together,	\$237, 446.67
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The expenditures for making the roads during the year have been,	\$141,710.88
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And the estimated expenses of working the Flemington Railroad is,	10,489.97
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Leaving as the expense of working the B. D.

R. R.,	\$131,220.91
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No dividends have yet been declared by the company.

CASUALTIES.

July '6.—An up freight train came in collision with a down coal train near Washington Crossing, seriously injuring Henry M. Kreemer, conductor of the freight train, and Hoaston Thornton, fireman on the same train. Henry M. Kreemer, conductor, and Zachariah F. Laroche, engineer of freight train; Lewis Moore, conductor, and M. H. Field, engineer of coal train. Lewis Moore, conductor of coal train, and both engineers, still in the employ of the company.

October 30.—The evening passenger train down, when near Scudder's Falls station, after dark, ran over and killed a man, name and residence unknown, who was lying on the track intoxicated. J. F. Flummerfelt, conductor, and Jackson Vernon, engineer; both still in the employ of the company.

CHARLES SITGREAVES,
President of the Belvidere Railroad Company.

State of New Jersey, ss.

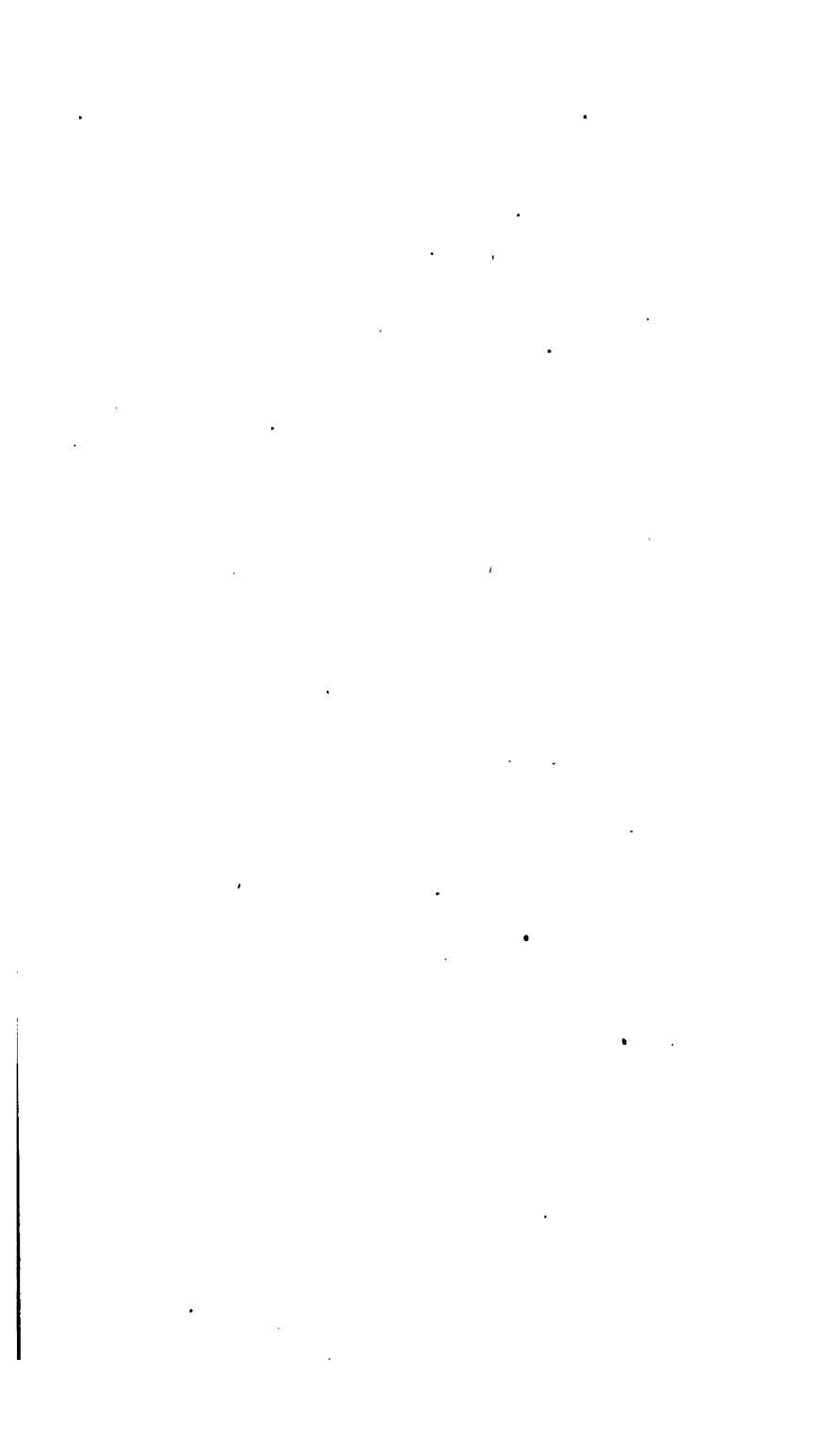
Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath saith, that he verily believes the statements made in the foregoing report to be true.

CHARLES SITGREAVES.

Sworn and subscribed January twenty-seventh, A. D., 1859, before me.

L. A. CHANDLER,

Master in Chancery of N. J.



R E P O R T
OF THE
MORRIS CANAL AND BANKING COMPANY,
MADE TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,

In compliance with the law of 1852, and the supplement of 1853 :

Capital stock paid in,	\$2,066,300 00
Debts, funded and other,	531,439 60
Cost of canal and appurtenances,	2,589,869 13
Repairs of 1858,	61,791 78
Navigation, lock and plane tending,	31,159 49
Superintendence and management,	19,534 92
Income from passengers, tolls and other sources,	274,650 86
Dividends paid in cash,	101,509 69

State of New Jersey, Hudson County, to wit :

Before me personally appeared Ephraim Marsh, who by me being duly sworn according to law, doth depose and say that he is the president of the Morris Canal and Banking Company, that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capi-

tal stock of the said company, actually paid in, and the amount of funded and other debts of said company, also of the cost of canal and appurtenances, also of the expenditures for repairs, superintendence and management of the same, also the income during the year eighteen hundred and fifty-eight, from passengers, tolls and other sources, and the amount of dividends, and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me at Jersey City, this 22d day of January, A. D., 1859.

JAMES S. NEVIUS,
Master in Chancery.

REPORT OF THE FLEMINGTON RAILROAD CO'Y.

TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,

The report of the Flemington Railroad and Transportation Company for year commencing January 1, 1858, and ending January 1, 1859.

The capital stock of this company paid in, is,	\$150,000 00
The funded debt,	91,000 00
The other indebtedness is,	56,666 53

The road has been worked by the Belvidere Delaware Railroad during the past year.

The receipts and income of the road for the same time has been—

From passengers,	\$5,330 01
“ freight,	6,715 45
“ coal,	498 00
“ mail,	600 00
	13,143 46

The cost of working the road by the Belvidere Delaware Railroad,	\$10,489 97
Other expenses,	1,250 00

New Jersey, Hunterdon County, ss. :

Charles Bartles, president of the Flemington Railroad Company, being duly sworn according to law, on his oath, saith that the foregoing statement and report is just and true according to the best of his knowledge, information and belief.

C. BARTLES,

Sworn and subscribed before me this 31st January, 1859.

B. VANSYCKLE,

Master in Chancery of N. J.

REPORT

OF THE

BURLINGTON AND MOUNT HOLLY R. R. CO.

Annual report of the Burlington and Mount Holly Railroad and Transportation Company, containing an account of their capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for the working of the road; also the receipts for passengers, freight, &c., for the year ending December the thirty-first, A. D. one thousand eight hundred and fifty-eight.

The capital stock actually paid in for 3,500 shares,	
at \$25 per share,	\$87,500 00
Borrowed from the earnings of the road, and ap-	
propriated to the construction,	12,500 00
Borrowed on mortgage bonds,	20,000 00
	<hr/>
	\$120,000 00
The cost of the road, buildings, wharf, locomotives, cars, &c.,	120,000 00

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad and Transportation Company from January 1st to December 31st, 1858 :

To amount received from passenger travel,	\$13,839 76
“ “ “ freight,	6,088 81
“ “ “ carrying U. S. mail,	310 88
“ “ “ rents, real estate,	205 00
	<hr/>
	\$20,444 45

DISBURSEMENTS.

Pay roll for running trains, &c.,	\$3,665 98
Repairs of road,	3,421 25
Locomotives,	2,198 13
Wood,	1,380 38
Water,	125 00
Interest,	10,221 14
Expenses,	1,198 90
Cars,	849 93
Ferriages,	667 88
Oil,	165 63
Printing,	136 02
Dividends declared on \$87,500 of stock,	
at 5 per cent. per annum,	4,812 50
Balance,	800 71
	<hr/>
	20,444 45

State of New Jersey, Burlington County, ss. :

Charles Bispham, President of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is in all respects just and true, according to the best of his knowledge, information, and belief.

CHA. BISPHAM.

Sworn and subscribed this 17th day of January, A. D. 1859
before me.

C. H. HOLLINSHEAD,
Master in Chancery.

ANNUAL REPORTS

OF

The Railroad and Canal Co.'s,

OF THE

STATE OF NEW JERSEY,

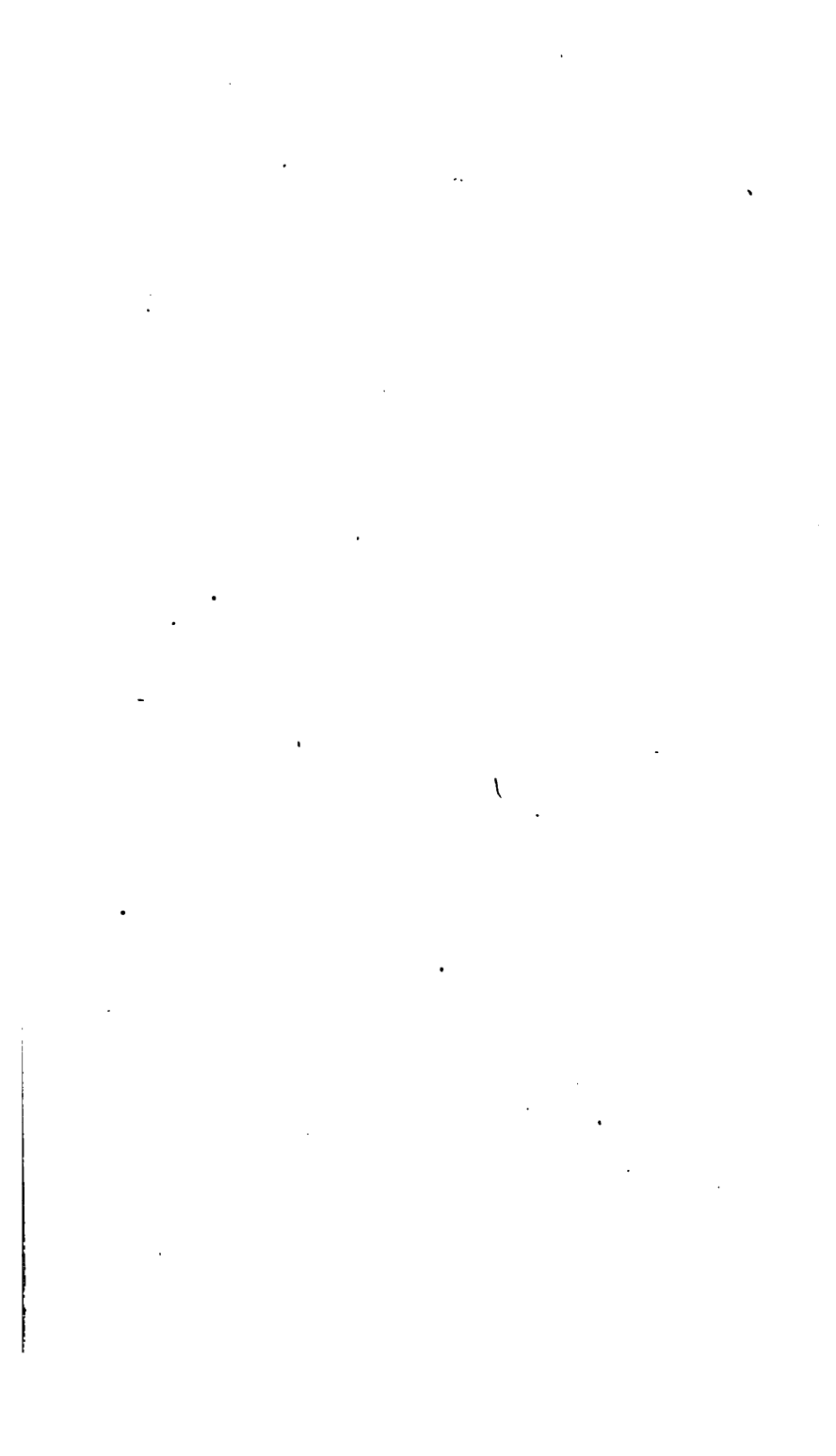
FOR THE YEAR 1859

ORDERED TO BE PRINTED.

TRENTON, N. J.:

PRINTED AT THE "TRUE AMERICAN" OFFICE.

1860.



TRENTON, FEBRUARY 7, 1860.

HON. CHARLES L. C. GIFFORD,

PRESIDENT OF THE SENATE:

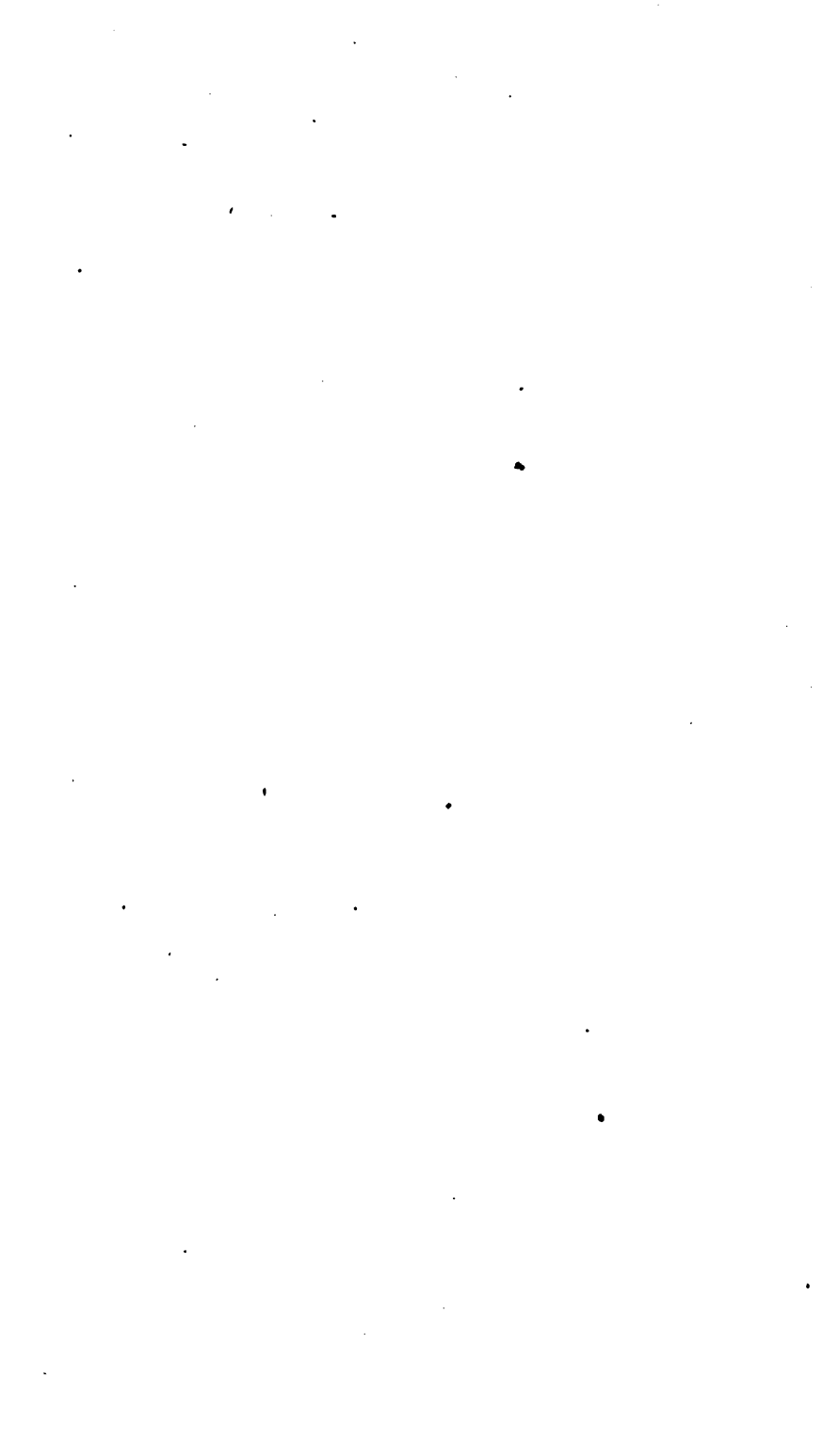
SIR:—Herewith I transmit copies of reports filed in the office of the Secretary of State, on behalf of the several Rail Road and Canal Companies, pursuant to the provisions of the law relating thereto, approved March 11, 1853.

With great respect,

Your obedient servant,

THOS. S. ALLISON,

Secretary of State.



R E P O R T,
OF THE
DELAWARE AND RARITAN CANAL
AND
CAMDEN AND AMBOY RAILROAD AND TRANSPOR-
TATION CO'S.

In compliance with an act of the legislature of the State of New Jersey, approved the twenty-fourth day of February, A. D. 1852, the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies make the following report :

The capital stock paid in of the		
Delaware and Raritan Canal,	\$1,500,000	
To which has been added by au-		
thority of the Legislature,	798,400	\$2,298,400
The capital stock paid in of the Camden and		
Amboy Railroad and Transportation Com-		
pany,		\$1,500,000
The funded debts of the above companies are		

A loan at 6 per cent. interest,	\$800,000
" " 5 " "	£210,000
" " 6 " "	£225,000
" " 6 " "	\$367,000
" " 6 " "	\$800,000
" " 6 " "	\$1,700,000

Also a loan of \$2,500,000 authorized by the stockholders for straightening and doubling the track of branch railroad, and for a subscription and advances to associated companies; of this loan only \$717,000 has been issued.

In addition to the above, there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds, at four dollars and eighty cents per pound sterling, bearing an interest of five per centum per annum.

Also a loan of \$1,175,000, bearing an interest of six per centum per annum for subscription to the Belvidere, Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad Companies.

And the Companies are under obligations to pay certain small annuities to persons who have been injured on the Railroad.

The cost of the Delaware and Raritan Canal and appurtenances	\$3,923,393.92
The cost of the Camden and Amboy Railroad and equipments	5,709,637.25
The receipts of the Delaware and Raritan Canal for 12 months, ending on the 31st December, 1859	\$492,198.00
Expenses of the Delaware and Raritan Canal for the same period	157,068.66
Leaving net,	<hr/> \$335,129.34
The receipts of the Camden and Amboy Railroad and Transportation Company for twelve months ending on the 31st December, 1859,	\$1,886,194.82

Expenses of the Camden and Amboy Railroad
and Transportation Company for the same
period, \$1,031,907.34

Leaving net, \$854,287.48

Dividends have been paid in cash during the year 1859,
of twelve per cent. on the capital stock of the Joint Compa-
nies.

State of New Jersey, ss.

Before me, James S. Green, one of the Masters in the
Court of Chancery of the said State, personally appeared
Edwin A. Stevens, President of the Camden and Amboy
Railroad and Transportation Company, who, being duly
sworn, doth declare that the foregoing report, so far as con-
cerns the Camden and Amboy Railroad and Transportation
Company, is true, according to the best of his knowledge
and belief.

E. A. STEVENS, *President.*

Sworn and subscribed before me, this 24th day of Janu-
ary, A. D. 1860.

JAS. S. GREEN, *M. C.*

State of New Jersey, ss.

Before me, James S. Green, one of the Masters in the
Court of Chancery of the said State, personally appeared
Robert F. Stockton, President of the Delaware and Raritan
Canal Company, who, being duly sworn, doth declare that
the foregoing report, so far as concerns the Delaware and
Raritan Canal, is true, according to the best of his knowl-
edge and belief.

R. F. STOCKTON, *President.*

Sworn and subscribed before me, this 26th day of Jan-
uary, 1860.

JAS. S. GREEN, *M. C.*

Report of accidents which have occurred upon the Camden and Amboy Branch Railroads during the year 1859, with the names of the parties injured and the causes thereof.

January 26th.—A man named Frederick Fritz was slightly injured in the vicinity of Princeton, by jumping from the New Jersey accommodation train while in motion. Benj. T. Wolcott, conductor; Jos. Troutt, engineer. Both in the service at present.

May 20th.—A small lad had his foot crushed by attempting to get on the 5 P. M. train, while passing slowly through the streets of Camden.

June 28th.—Michael Byringer was accidentally run over and killed by the 6 P. M. train from New York. S. Dickinson, conductor; E. Perry, engineer. Both still employed.

July 29th.—An unknown woman, while lying near the track at White Hill, was struck by the 5 P. M. train from Philadelphia, and injured in the head. Jacob Arndt, conductor; A. Pancoast, engineer. Both in service.

August 9th.—John McNichol died from injuries received at Bordentown station, by being caught between the platform and 9 A. M. train from Philadelphia. S. Dickinson, conductor; E. Perry, engineer. Both still in the service.

August 13th.—Charles Parent was killed near Newtown, by the 5 P. M. train from New York. The man was upon the track and unseen by the engineer until struck by the locomotive. T. D. Shreve, conductor; Samuel Stewart, engineer. Each still employed.

August 18th.—An unknown woman attempted to cross the track ahead of the South Amboy and Trenton way train, and was struck, receiving some slight injuries. Augustus Skirm, conductor; H. Lippincott, engineer. Both still employed.

September 14th.—Mrs. Ellen Soden, in attempting to cross the track near Hightstown, was struck by the engine of the 2 P. M. train from Philadelphia. Her injuries resulted in

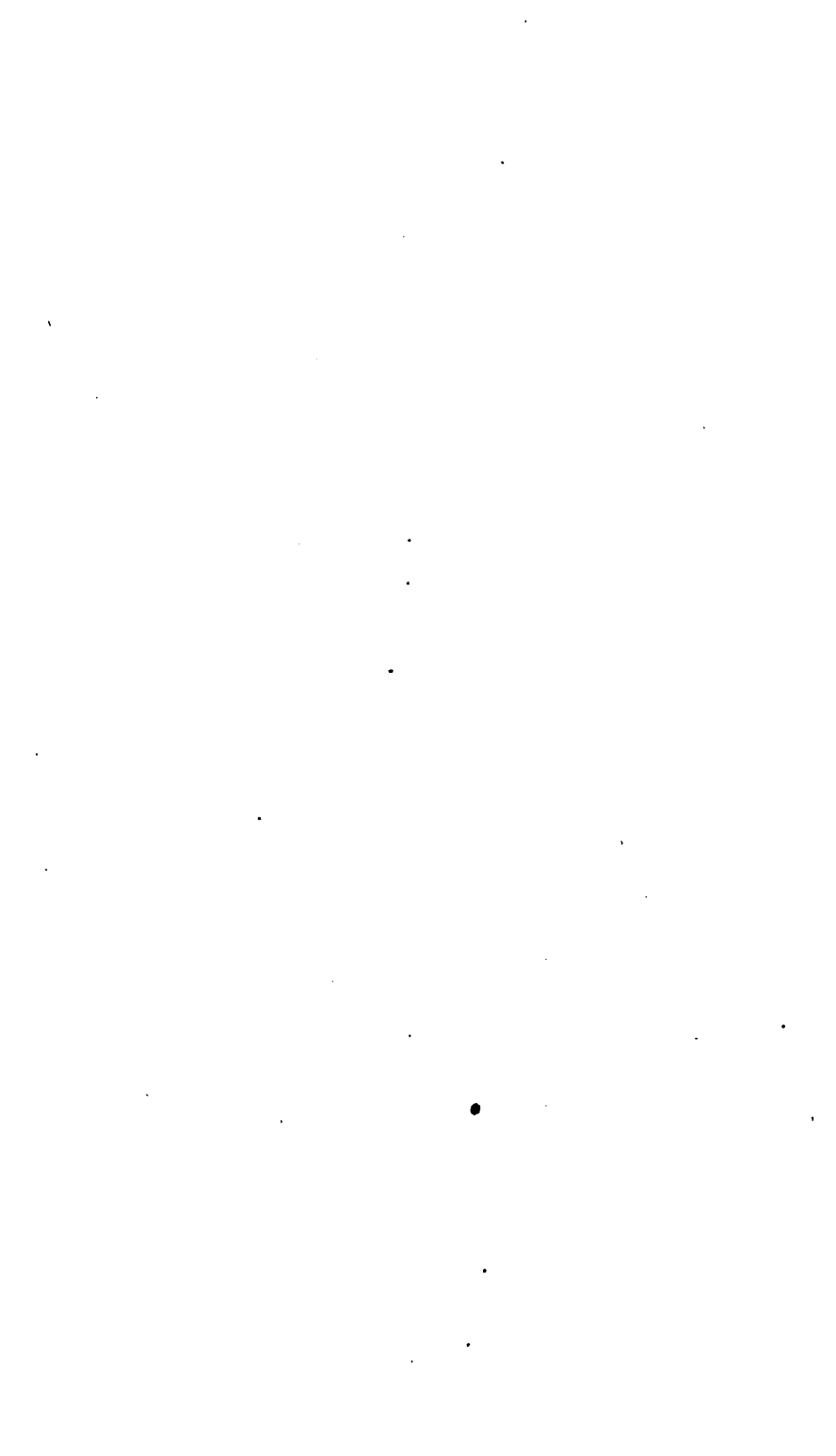
death. S. Dickinson, conductor; A. Houston, engineer. Both still in service.

October 24th.—Richard Cushing, an emigrant runner, was killed at the Camden depot, while attempting to get on a morning train.

October 24th.—William Rabeau, a temporary fireman, was killed by being crushed between two locomotive tenders, while engaged in drilling, at Bordentown shops.

October 25th.—John Osmond, train guard of the market train, was thrown from the cars at Bordentown shops, and had one leg crushed, rendering amputation necessary. John J. Maxwell, conductor; Tobias Howell, engineer. Both employed at present.

R. S. VAN RENSSELAER, *Superintendent.*



R E P O R T
OF THE
N. J. R. R. & TRANSPORTATION CO.,
TO THE
LEGISLATURE OF NEW JERSEY, FOR 1859.

In obedience to the act passed February 24th, 1852, entitled "An act respecting annual reports to the legislature of railroads and other companies," the New Jersey Railroad and Transportation Company present the following report:

Jan. 1, 1860.

Capital stock,	\$3,749,000 00
Funded debt, (including \$485,- 000, the cost of the property and privileges purchased of the Jersey Associates,)	688,000 00
Profit and loss, being surplus earnings expended in the con- struction of the road and pay- ment of the property stated below,	\$527,925 99

Less paid for relaying the road with new rail \$10,500, and damage by fire to the steamboat John S. Darcy, \$17,207 37,	27,707 37	
	<hr/>	500,218 62
Dividend 1st January, payable 1st February, 1860,		187,450 00
		<hr/>
		\$5,124,668 62

Cost of Railroad and Equipments.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engineering, land and land damages,	\$3,374,910 36
Locomotives, tenders and snow plows,	142,780 09
Cars—passenger, freight and baggage,	200,195 36

Property, viz :

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey Associates) for \$485,000,	\$1,249,839 19
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Cash in bank and cash items on demand,	156,943 62	
	<hr/>	1,406,782 81
		<hr/> \$5,124,668 62

Receipts and expenditures for the year 1859.

RECEIPTS.

From passengers,	\$729,181 34	
“ freight,	90,080 78	
“ U. S. mail rents, express, freight and other sources,	206,420 53	
	<hr/>	\$1,025,682 65

EXPENSES.

Maintaining railroad, bridges and buildings,	\$65,038 06	
Repairs of locomotives, cars and machinery,	42,727 42	
Fuel, cost and labor in prepar- ing,	66,143 74	
Operating the road and trans- porting passengers and freight,	197,052 68	
Office expenses, salaries and contingencies,	11,110 27	
	<hr/>	382,072 17
		<hr/>
		\$643,610 48
Interest on bonds,	\$41,505 00	
Transit duty on passengers and freight,	17,076 76	
Tax on capital stock,	18,745 00	

Dividends in cash, August and February,	374,900 00	
Profit and loss to surplus earnings,	191,383 72	
	<hr/>	643,610 48

Operations of the Company during the year 1859.—The number of passengers and tons of goods, wares and merchandize transported over the New Jersey Railroad during the year 1859.

PASSENGERS.

Passing over the whole line of the road,	329,856½
“ between Jersey City and Newark,	1,201,024
“ “ “ Elizabeth,	132,202
“ “ “ Rahway,	77,777½
“ “ “ Uniontown and Metuchin,	9,313
“ “ “ New Brunswick,	77,614 }
“ “ “ all intermediate places,	673,337
	<hr/>

Total, two million five hundred and one thousand one hundred and twenty-four, 2,501,124
(Not including commuters and free passengers.)

GOODS, WARES AND MERCHANDIZE.

Passing over the whole line of the road (tons)	1,204
“ between Jersey City and Newark, (tons)	38,908
“ “ “ “ Elizabeth,	4,057½
“ “ “ “ Rahway	5,776½
“ “ “ “ New Brunswick,	13,268
“ “ “ “ all intermediate places,	34,793
	<hr/>

Total ninety-eight thousand and seven tons,	98,007
Number of miles run by passenger, freight and other trains,	447,671

OFFICE NEW JERSEY R. R. & T. Co., }
January 24th, 1860.

H. J. SOUTHMAYD, *Treasurer.*

F. WOLCOTT JACKSON, *Secretary.*

State of New Jersey, ss.

John S. Darcy, President of the New Jersey Railroad and Transportation Company, being duly sworn, on his oath, saith that the foregoing report and the annexed statement are true to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me this 27th day of January, A. D. 1860.

JOHN P. JACKSON, *M. C.*

Accidents on the New Jersey Railroad during the year 1859.

No passenger having lost life or limb while remaining on the trains, or in any way from neglect of the Company.

*February 28th—1859—*Two boys named Alexander Van Derveer and Owen King attempted to steal a ride on the top of the cars, from Jersey City to Newark, without the knowledge of the conductor. On the train being stopped near the Hackensack bridge, the boys jumped down from the top of the car and were struck by the engine of another train just then approaching on the opposite track; one of the boys, named Owen King, was killed, the other received some slight injuries, but recovered. J. F. Frazee, conductor; Wm. Gordon, engineer. Still in the employ of the company.

*March 5th—*A train from Rahway on entering Jersey City, by the displacement of a switch was turned on a side track occupied by an engine and an empty train of cars, and came into collision. One or two of the cars were slightly injured, several of the passengers received scratches and bruises. No serious personal injuries. Henry Hummell,

engineer; Thomas Doughty, conductor. Still in the employ of the company.

April 27th.—James O'Bryan, a flagman, was killed by stepping in front of a Philadelphia train as it was entering the old depot at Jersey City. R. Vansyckle engineer; John Headden, conductor. Still in the employ of the company.

August 18th.—A man named John Hopper, while walking on the track near South Broad street, Newark, was struck and killed by the engine Whitney. Thos. Doughty, conductor; Henry Hummell, engineer. Still in the employ of the company.

August 22d.—A man named Matthew Dolan, on the 5 P. M. train from Newark, being intoxicated, got out of the car on to the platform, and fell off at the canal bridge in Newark. Both legs were crushed under the wheels, and he died in a few minutes. N. L. Douglass, conductor; Jas. R. Smith, engineer. Still in the employ of the company.

September 26th.—A laboring man named John O'Bryan, was run over and killed at Jersey City, by an engine backing down to the depot. He was quite an aged man. Aaron B. Harrison, engineer. Still in the employ of the company.

December 5th.—A man named Richard Graham, in order to meet an acquaintance who signalled him from a wagon on the turnpike, jumped from the 3.20 P. M. train, after it had passed the Hackensack bridge, while in motion, and received injuries to his head, from which he died in two hours. Thos. Doughty, conductor; Henry Hummell, engineer. Still in the employ of the company.

December 24th.—A man named Bartholomew Hickey, was struck by the engine of the 7.30 P. M. train from New York, while walking on the track near the point of rocks at the east end of Bergen cut. A bottle was found by his side. He died the next morning. Thos. Doughty, conductor; Henry Hummell, engineer. Still in the employ of the company.

I certify the foregoing to be a true transcript from the

record of accidents, as kept by the New Jersey Railroad
and Transportation Company.

JAS. W. WOODRUFF,
Assistant Superintendent.

January 28, 1860.



R E P O R T
OF THE
CENTRAL RAILROAD CO. OF NEW JERSEY,
JANUARY 1ST, 1860,
TO THE LEGISLATURE OF THE STATE OF NEW
JERSEY.

In obedience to an act entitled "an act respecting annual reports to the Legislature of Railroad and other Companies," passed February 24th, 1852, the Central Railroad Company, of New Jersey, present the following report of the condition of their affairs on the first of January, 1860 :

Capital stock,	\$2,500,000 00
Less 80 per cent. on 1100 scrip shares,	88,000 00
	<hr/> \$2,412,000 00
First mortgage bonds,	1,500,000 00
Second " "	1,500,000 00
Other indebtedness,	282,761 30
Less cash and accounts receivable,	42,679 55
	<hr/> 240,081 75

Dividend 2½ per cent. payable in January,	60,300 00
Total,	<u>\$5,712,381 75</u>
Cost of railroad,	\$4,480,896 79
Land and wharves at Elizabeth- port,	287,716 93
Station houses, shops, &c.,	131,800 00
	<u>\$4,900,413 72</u>
Engines,	\$274,200 00
Cars,	168,500 00
	<u>442,700 00</u>
Ferry interest and boats,	246,450 00
Miscellaneous property, wood and materials on hand,	122,818 03
	<u>369,268 03</u>
Total,	<u>\$5,712,381 75</u>

RECEIPTS AND EXPENSES FOR 1859.

Ordinary Receipts.

Passengers,	\$187,227 32
Merchandise freight,	336,634 46
Coal,	432,422 32
Mail, express, rents, &c.,	15,418 04
	<u>\$971,702 14</u>

Ordinary Expenses.

Running expenses,	\$89,722 79
Wood consumption,	77,121 54
Coal “	19,211 16
Repairs of road,	59,157 32
“ cars, engines, &c.,	55,827 26
Ferry expenses,	51,603 33

Expense account,	21,131 00	
Miscellaneous expenses,	11,941 68	
	<hr/>	385,716 08
Net earnings for 1859,		\$585,986 06
Add net earnings from 1858,		168,402 18
		<hr/>
		\$754,388 24
Interest account,	\$250,285 00	
Taxes to State for 1859,	23,740 57	
Dividend 10 per cent., April 1, for year,	200,000 00	
Dividend 5 per cent., October 1, for 6 months,	110,000 00	
Dividend 2½ per cent., January 1, for 3 months,	60,300 00	
	<hr/>	644,325 57
		<hr/>
		110,062 67
Loss on income bonds,	\$60,249 77	
Balance of profit and loss ac- count, transferred to renewal fund and distributed to cover depreciation,	49,812 90	
	<hr/>	110,062 67

MILES RUN BY TRAINS.

Miles run by passenger trains,	141,918
“ “ merchandise “	110,827
“ “ coal “	276,490
	<hr/>
Total transportation trains,	529,235
Miles run by wood trains,	2,176
“ “ gravel “	23,461
	<hr/>
Total,	554,872

DIVIDEND.

Three dividends have been declared as above set forth; the first was paid in stock, the others in cash.

Number of Passengers carried to and from New York and the various stations on the road during the year.

Station.	From.	To.	Total.
New York,	116,590	115,724	232,314
Bergen Point,	17,044	16,833	33,877
Mariner's Harbor,	17,065	16,446	33,511
Elizabethport,	46,744½	44,228½	90,973
Elizabeth,	33,308	34,458½	67,766½
N. York, via N. J. R. R.,	10,026	11,239	21,265
Newark,	6,487	6,457	12,944
Mulford,	2,915	3,751	6,666
Craneville,	4,723	4,824	9,547
Westfield,	7,062	7,166½	14,229
Scotch Plains,	7,849½	7,612½	15,462
Plainfield,	31,789	31,818½	63,607½
New Market,	5,335	5,492½	10,827½
Bound Brook,	12,050	11,241½	23,291½
Somerville,	16,685½	17,001	33,686½
Raritan,	2,667½	2,827	5,494½
North Branch,	2,834	2,862	5,698
White House,	7,057½	7,613	14,670½
Lebanon,	2,801	2,777½	5,578
Clinton,	5,739	5,609	11,348
High Bridge,	2,605½	2,585	5,190½
Clarksville,	1,921	1,564½	3,485½
New Hampton,	13,419	14,596	28,015
Asbury,	2,996½	2,819	5,815½
Valley,	1,961	1,966½	3,927½
Bloomsbury,	3,192	3,042½	6,234½
Springtown,	1,300	1,307½	2,607½
Phillipsburg,	7,423½	6,657	14,080½
Easton,	14,347½	15,419	29,766½
	<hr/> 405,939	<hr/> 405,939	<hr/> 811,878

Actual number of passengers carried,	405,939
Number of passengers carried one mile,	8,080,798

Number of tons of freight carried over the road during the year.

Between New York and Bergen Point,	555
“ “ “ Mariner’s Harbor,	1,263
“ “ “ Elizabethport,	8,588
“ “ “ Elizabeth,	39
“ “ “ Craneville,	204
“ “ “ Westfield,	169
“ “ “ Scotch Plains,	1,382
“ “ “ Plainfield,	3,025
“ “ “ New Market,	704
“ “ “ Boundbrook,	757
“ “ “ Somerville,	2,471
“ “ “ Raritan,	3,808
“ “ “ North Branch,	3,015
“ “ “ White House,	2,834
“ “ “ Lebanon,	1,683
“ “ “ Clinton,	5,858
“ “ “ High Bridge,	1,422
“ “ “ Clarksville,	733
“ “ “ New Hampton,	27,044
“ “ “ Asbury,	387
“ “ “ Valley,	510
“ “ “ Bloomsbury,	502
“ “ “ Springtown,	426
“ “ “ Phillipsburg,	2,100
“ “ “ Easton,	20,496
“ Elizabethport “ New Hampton,	456,039
“ “ “ Phillipsburg,	198,542
“ Elizabeth “ New Hampton,	947
“ “ “ Phillipsburg,	23,502
“ all intermediate stations,	58,370.15
Total number of tons,	827,375.15

Total number of tons carried one mile, 41,964,475

Merchandise, 145,357.04 tons, carried 6,412,745 miles.

Iron, 43,061 " " 2,553,786 "

Coal, 638,957.11 " " 32,997,944 "

827,375.15

41,964,475

Accidents for 1859.

On the 11th June—A boy named Eugene Haley, seriously injured by falling from a coal train at Elizabethport. The engine "Active," which was pushing the train, ran over his foot, cutting it off. He also received internal injuries.—Died in about two months. No conductor; engineer Adam Heim. Still in the employ of the company.

On the 21st June—As the 5:45 A. M. passenger train from Easton was passing the crossing at Middle Brook, William Windsor, a respectable farmer living near the road, attempted to drive his horse and carriage across the track immediately in front of the engine, when the carriage was struck by the engine and broken to pieces, throwing Mr. Windsor some 40 feet, and injuring him so that he died the same day. It was reported by his friends that he blamed himself only, and entirely exonerated the employees of the company.—Engineer, S. Field; conductor, H. P. Baldwin. Both still in the employ of the company.

On the 18th July—A boy 13 years of age named George Clark, son of William Clark, of Elizabeth, was run over by a coal train about half a mile above Elizabeth, and had both legs cut off. He was attempting to jump on the train and fell between the cars. About twenty cars passed over him; died in four hours. Noah Kittell engineer and conductor. Still in the employ of the company.

On the 22d July—Patrick Caveston, a brakeman on coal train, in attempting to adjust one of the car brakes, fell upon the track while the train was in motion. Several cars

ran over one of his legs, making amputation necessary. P. DeCamp, engineer and conductor. Still in the employ of the company.

On the 28th July—Thomas Conyford, employed on gravel train at Bloomsbury, in attempting to apply the brake on gravel car upon an alarm whistle from the engineer, fell upon the track. The cars passed over his body, and he was instantly killed. W. Clark, conductor; S. Davis engineer. — Still in the employ of the company.

On the 21st October—Peter Muldery, brakeman engaged on coal train, while in the act of coupling the cars at Elizabeth Port fell upon the track as the train was starting.— Several cars passed over him, crushing both his legs, from which cause he died after about one week's suffering. P. Moffit engineer and conductor. Still in the employ of the company.

On the 7th October—A brakeman named Ricard Slatts, (colored) had his thigh crushed between two cars while coupling train at junction. Not fatally injured. Nelson Moore, engineer. Still in the employ of the company.

On the 15th August—A boy named Morris Force, some 12 years of age, in attempting to get on a coal train while moving, near Plainfield Station, fell under the cars, which mashed one of his arms and legs, so that amputation was necessary. P. DeCamp engineer and conductor. Still in the employ of the company.

On the 4th November—A little girl named ———, was run over by engine "Plainfield," attached to 8:30 A. M. passenger train at Easton. She jumped off the cars while they were backing into station preparatory to starting. She was attending school at South Easton, and with others had been in the practice of jumping on and off trains, notwithstanding they were often warned of the danger. John Alpaugh, engineer. Still in the employ of the company.

On the 10th December—Henry Fisher, employed by the company as head brakeman on coal train, passed in front of an engine at Elizabeth Station while it was moving, to cou-

ple it to a car standing on turnout ; he caught his foot between frog and guard rail, and could not release it before the wheels of the engine ran over it, crushing it so that it had to be amputated, from which cause he died on the following day. H. McClason conductor and engineer. Still in the employ of the company.

JOHN T. JOHNSON, *President.*

Subscribed to and sworn to before me this 25th day of January, A. D. 1860.

[L. S.]

JOSEPH C. LAWRENCE,
*Commissioner fbr the State of New Jersey in and for the
State of New York, 69 Wall street, New York.*

REPORT
OF THE
MORRIS AND ESSEX RAILROAD CO.
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

To the Honorable the Legislature of the State of New Jersey :

Annual report of the Morris and Essex Railroad Company to the Legislature of the State of New Jersey, showing the condition of the Company on the first day of January, 1860, and their operations for the year 1859.

Capital stock,	\$1,157,800.00
Funded debt,	340,000.00
Contingent fund,	268,434.88
	<hr/>
	1,766,234.88

Cost of road and its appendages, \$1,622,556.06

Capital stock of the Newark and

Bloomfield Railroad Co., 55,000.00

Capital stock in Telegraph Com-

pany, 2,000.00

Wood on hand, paid for,	4,500.00	
Cash and cash items,	82,178.82	
	<hr/>	1,766,234.88

Income from passengers, freight, and other sources during the year.

From passengers,	\$146,588.66
From Freight,	100,203.94
From mails and sundries,	8,443.75
	<hr/>
	255,236.35
Paid for repairs, maintenance of way motive power and contingencies,	\$147,915.02
Paid interest on debt of the company,	22,749.30

Dividends.

Two semi-annual dividends have been made during the year past, payable in cash, and amounting to seventy-five thousand, two hundred and fifty-seven dollars and fifteen cents. \$75,257.15

Number of passengers carried.

There has been transported on the road during the year four hundred and four thousand nine hundred and thirty-six persons, exclusive of commuters and those who ride free.

The following statement shows the number of passengers between Newark and the several stations on the road :

Between Newark and Orange,	198,044
“ “ “ South Orange,	20,691
“ “ “ Stone House,	958
“ “ “ Millburn,	17,586
“ “ “ Summit,	11,740
“ “ “ Chatham,	4,823
“ “ “ Madison,	18,440
“ “ “ Morristown,	40,213

Between Newark and Morris Plains,	2,119
“ “ “ Denville,	6,000
“ “ “ Rockaway,	3,972
“ “ “ Dover,	7,399
“ “ “ Drakeville,	4,077
“ “ “ Stanhope,	2,967
“ “ “ Waterloo,	10,232
“ “ “ Hackettstown,	6,410
Way passengers,	49,265
Total,	404,936

Number of Miles run by Trains.

Passenger trains,	112,497 miles.
Freight trains,	37,318 “
Gravel trains,	5,280 “
Total,	155,095 “

Accidents.

On May 4, 1859—David Jackson, a jewelry pedlar, walking on the track near Chatham; as soon as he was seen the whistle was blown and brakes applied; he stepped off the track, but stood so close to the side of it, that the front beam of the engine struck him and injured him so severely that he died in a short time. T. N. Bentley, conductor; E. Crane engineer. Both retained, not being to blame.

November 26, 1859—Patrick Kennedy, a laboring man, had fallen into a cattle guard near Madison, and was run over and killed by the engine of the freight train in passing said place in the night. Thomas Keenan, engineer; A. S. Burt, engineer. Both retained, not being in fault.

December 14, 1859—F. S. Bingham, an agent of the company at South Orange, was injured by being crushed between an engine and the turn table at said place. He died on the 16th, exonerating the men in charge of the engine

from all blame. Wm. H. Doty, engineer; B. M. Pierson, conductor. Both retained.

WM. WRIGHT, *President.*

New Jersey, Essex county, ss.

William Wright, President of the Morris and Essex Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing report contained, are true to the best of his knowledge and belief.

WM. WRIGHT.

Sworn and subscribed before me, this 20th January, A. D. 1860.

ARAM G. SAYRE, *M. C.*

REPORT
OF THE
PATERSON AND RAMAPO RAILROAD CO.,
FOR THE YEAR 1859.

Capital stock actually paid in,	\$248,225 00
Amount of funded debt,	95,000 00
Other debts,	256 82
Cost of road and equipments,	350,000 00
Income—Rent from New York and Erie Rail- road Company,	26,500 00
Interest from do. on rent,	116 83
Dividends—None.	
Expenditures—Discount on \$100,000 new bonds sold at 85 per cent.,	15,000 00
Five bonds redeemed at 90 per cent.,	4,500 00
Interest on bonds,	5,312 00
Contingencies, taxes, &c.,	2,176 81
The said road being under lease to, and operated by the New York and Erie Railroad Company, under sanction of	

the legislature of New Jersey, this company have no knowledge of the other matters required.

All which is respectfully submitted, this first day of January, A. D. eighteen hundred and sixty.

ROBERT BAYARD, *Pres't.*

State of New York, City and County of New York, to wit:

Robert Bayard, of New York, being duly sworn, on his oath saith, that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed, January 3d, 1860, before me.

CHAS. E. GILDERSLEVE,
Commissioner of Deeds.

Report of accidents on the Paterson and Hudson River and Paterson and Ramapo Railroads, for the year ending September 30th, 1859.

October 11th—Aaron Whittier, passenger, near Boiling Spring. He was supposed to be insane, and either jumped or fell from the train while it was in rapid motion; was a resident of Port Jarvis, to which place his remains were taken.

August 7th—A German near Bergen Station. He was lying upon the track; was run over and instantly killed.

September 23d—Cornelius Corbin, switchman, Jersey City, was in the act of coupling engine to passenger car, and was caught between tender and car platform and crushed; died next day.

The New York and Erie Railroad Company have operated during the past year, the roads of the Paterson and Hudson River Railroad Company and the Paterson and Ramapo Railroad Company, under the leases made by said company in connection with the New York and Erie Railroad, and have

repaired and maintained said roads and furnished all the motive power used thereon, and the particulars of such operations and expenditures, have been kept as part of the general account of the company, and cannot be more particularly specified by them, as applicable exclusively to said roads.

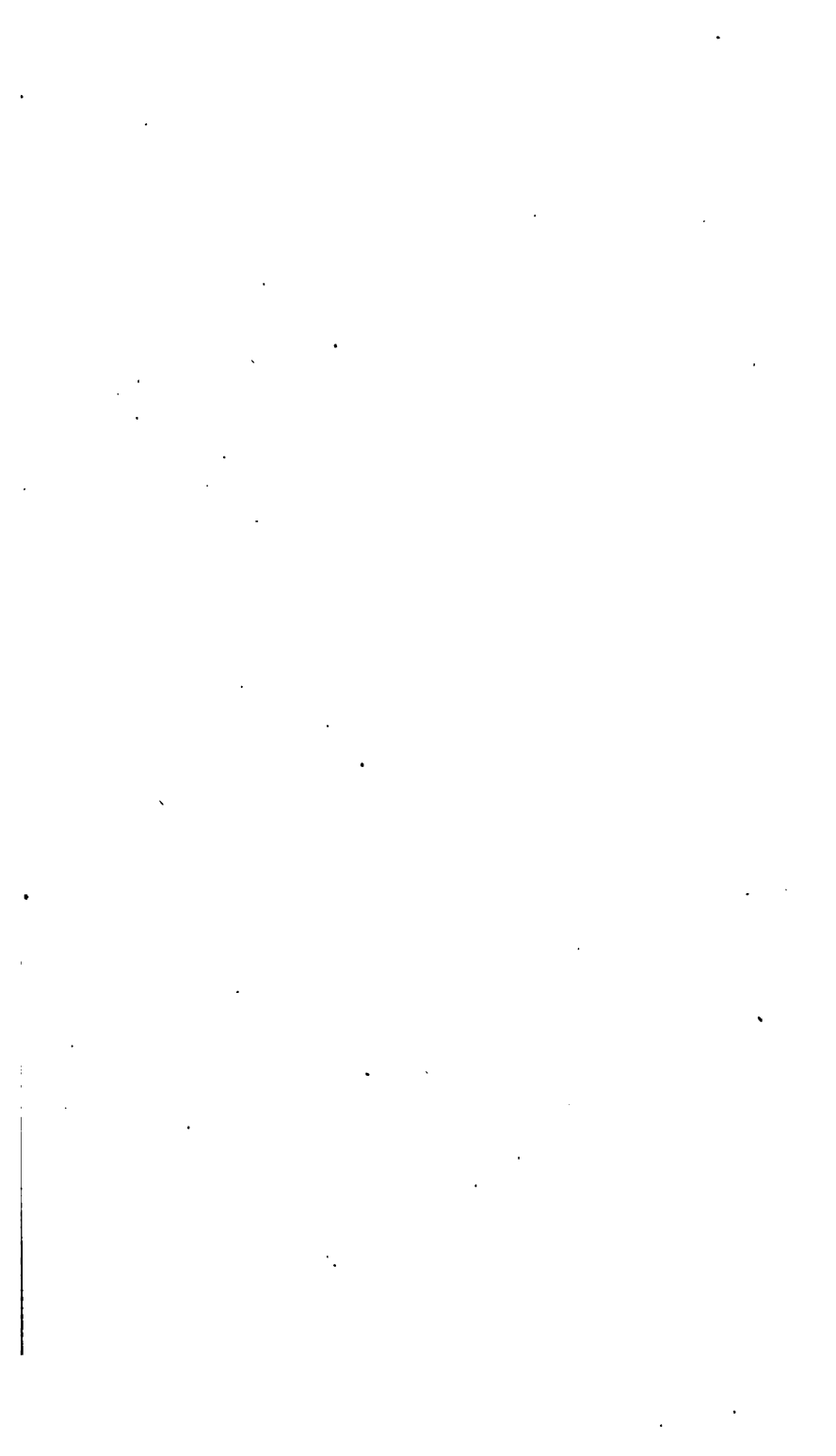
City and County of New York, ss.

I, Nathaniel Marsh, Receiver of the New York and Erie Railroad Company, being duly sworn, depose and says, that the above report is true and correct to the best of his knowledge and belief.

NATHANIEL MARSH, Receiver.

Sworn to before me, this 31st January, 1860.

E. N. BROWN,
Commissioner of Deeds.



R E P O R T
OF THE
BELVIDERE DELAWARE R. R. CO.,
FOR THE YEAR 1859.

January, 1860.

The capital stock of the Belvidere Delaware Railroad Company is \$1,000,000, of which \$997,700 is paid in.

Their indebtedness is as follows, viz :

Funded debt,	\$2,049,500.00
Special loans not properly included in funded debt,	78,609.03
Other indebtedness,	110,278.83

The cost of the road and its equipments has been \$3,192,-269.91, exclusive of cash and materials on hand.

The receipts for business during the year on the Belvidere Delaware Railroad were as follows, viz :

From passengers,	\$73,144.58
From freight, including coal,	165,340.97
From mail and other sources,	31,120.05

Making the whole on the B. D. R. R. Co.,	\$269,605.60
And for business on the Fleming- ington Railroad, worked by the B. D. R. R. Co.—from passen- gers,	\$5,730.32
From freights, including coal,	7,225.12
From mail,	450.00
Making the whole on Flem. R. R.,	<hr/> \$13,405.44
And the total for both roads together,	\$283,011.04
The expenditures for working the two roads during the year have been	\$153,763.73
And the estimated expenses of working the Flemington R. R.,	<hr/> 11,399.48 <hr/>

Leaving as the expenses of working the B. D.
R. R., \$142,364.25
No dividends have as yet been declared by the company.
No person has been injured on the road during the year.

State of New Jersey, ss.

Charles Sitgreaves, President of the Belvidere Delaware Railroad, being duly sworn, on his oath saith, that the facts and statements contained in the above report are true, as he verily believes.

CHARLES SITGREAVES.

Sworn and subscribed January 23, A. D. 1860. Before
me,

N. EICKE, *M. C.*

REPORT

OF THE

FLEMINGTON R. R. & TRANSPORTATION CO.

The report of the Flemington Railroad and Transportation Company for year commencing January 1857, and ending 1 January, 1860.

The capital stock of this company paid in is	\$150,011.00
Funded debt,	92,600.00
Other indebtedness,	78,887.41
Cost of the road as made up by the Treasurer,	284,584.39

This road has been worked by the Belvidere Delaware Railroad during the past year.

The receipts and income of the road for the past year has been as follows :

From passengers,	\$5,730.32
Freights,	7,225.12
Mail,	450.00

\$13,405.44

Estimated expenses of working the road, including salaries paid,	\$12,649.48
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No person has been injured on the road during the past year.

State of New Jersey, Mercer County, ss.

Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing statement is just and true, according to the best of his information, knowledge and belief.

C. BARTLES.

Sworn and subscribed before me this 23d January, 1860.

Jos. H. Hough, *M. C.*

R E P O R T
OF THE
WARREN RAILROAD COMPANY,
TO THE
LEGISLATURE OF NEW JERSEY, FOR 1859.

In obedience to an act entitled an act respecting annual reports of railroads and other companies, passed the 22d February, 1852, the Warren Railroad Company present the following report of the condition of the affairs of the company up to 1st January, 1860.

Capital stock issued and actually paid in,	\$1,024,600.00
First mortgage bonds due 1875, sold	600,000.00
Other indebtedness on the book,	712.92

\$1,625,312.92

Including lands for right of way, depot buildings, temporary track, and expenditures on the Van Ness Gap Tunnel up to the above date.

Earnings of the Road from the 1st January, 1859, to 31st December, 1859.

Freight on coal and merchandize,	\$193,910.71
Passenger fares,	14,448.06
Extra baggage,	30.37
Express,	931.37
Transportation of mails,	1,260.00
Telegraph earnings,	104.72
	<hr/>
Total earnings for the year,	\$210,685.23
The running expenses of the road, including repairs, depot, bridge, extra repairs, trestle work, agents, telegraph, &c., estimated 55½ per cent.,	\$115,876.75
	<hr/>
Net earnings of the road,	\$94,708.48
Interest paid on \$600,000—first mortgage bonds for the year,	\$42,000.00
Interest dividend of 2½ on \$968,900, paid April 15, 1859,	\$24,433.62
Interest dividend of 2½ on \$996,000, paid October 15, 1859	26,145.00
	<hr/>
	50,578.62
	<hr/>
	\$92,578.62
	<hr/>
Balance applicable to debts, &c.,	\$2,129.86.

Annexed is the monthly earnings of the road for the past year, which is represented in gross on the first page.

Transportation Earnings of the Warren Railroad for 1859.

DATE.	PASSENGERS.		FREIGHT.					Transportation of Mail.	Storage.	Telegraph Earnings.	Total.
	Fares.	Extra Baggage.	Coal.	Merchandise.	Express.						
January,	\$843 09	\$ 17	\$7,863 80	\$3,098 00	\$53 96	\$105 00			\$6 28	\$11,970 30	
February,	777 05	1 44	7,232 73	3,700 48	46 62	105 00			5 63	11,868 95	
March,	1,109 05	59	6 776 64	4,613 70	51 87	105 00			16 71	12,673 56	
April,	1,209 12	4 84	12,502 19	4,519 49	55 52	105 00			12 32	18,408 48	
May,	1,240 26	1 78	13,210 33	4,808 83	78 02	105 00			7 86	19,452 08	
June,	1,158 13	2 97	13,785 80	5,010 07	88 90	105 00			11 56	20,162 48	
July,	1,550 83	3 14	12,188 40	4,197 24	75 90	105 00			5 80	18,125 81	
August,	1,718 82	5 57	15,288 74	4,149 10	78 87	105 00			10 06	21,356 16	
September,	1,495 14	2 56	14,439 63	4,741 71	85 80	105 00				20,869 84	
October,	1,416 78	1 47	12,155 96	5,122 54	89 16	105 00			12 46	18,903 37	
November,	1,027 56	4 91	12,452 48	5,060 10	97 29	105 00			16 54	18,763 88	
December,	902 23	93	12,555 86	4,436 89	129 46	105 00				18,130 37	
	\$14,448 06	\$30 37	\$140,452 56	\$53,458 15	\$931 37	\$1260 00			\$104 72	\$210,685 23	

No injury by accident to any person in the passenger trains has occurred the past year.

The expenses the last year has somewhat increased on the road, considerable part of which was occasioned in extraordinary repairs, and rebuilding of trestle work on the temporary track, and replacing new iron rails on some of the curves on the road.

The high grade to pass over the temporary line, while the tunnel is constructing increases the expense of operating the road.

The tunnel, when completed, will shorten the road about three miles, and the grade reduced 21 feet to the mile going east, uniform with the other part of the road and Central Road of New Jersey.

The tunnel called the "Van Ness Gap Tunnel," will be about 3000 feet long; the rock is very hard. The expenditures upon this work have been about \$55,000 for the past year. Estimates to contractors has been paid in cash monthly. The contractors are progressing with a night and day force, working four faces, one at each end and two in the centre, which is worked from a shaft, by steam engine.—Hopes are entertained that the tunnel can be completed and ready for use within two years. All of which is respectfully submitted.

Belvidere, N. J., Jan. 9, 1860.

J. I. BLAIR.

President Warren R. R. Co.

State of New Jersey, Hudson County ss.

John I. Blair, of full age, being duly sworn, on his oath saith, that the facts, matters and things set forth in the above report, which is signed by him, is in all things true, to the best of his knowledge and belief.

J. I. BLAIR.

Sworn and subscribed this 25th day of January A. D. 1860, before me at Jersey City.

LUTHER S. ELMER, M. C.

R E P O R T
OF THE
FREEHOLD AND JAMESBURG AGRICUL-
TURAL R. R. CO.

OFFICE FREEHOLD AND JAMESBURG AG. R. R. Co.,
Freehold, N. J., January 25, 1860.

To the Honorable the Legislature of the State of New Jersey :

The Freehold and Jamesburg Agricultural Railroad Company respectfully report, that their road is in operation from Freehold to Jamesburg, a distance of eleven and a half miles.

The capital stock paid in is	\$173,224 80
Total cost of road and equipment,	221,877 41

Receipts during the year 1859.

From passengers,	\$13,978 95
“ freight,	22,621 95
“ carrying U. S. mail,	286 00
	<hr/> \$36,886 90

The expenses for working the road, including repairs, maintenance of way, motive power and contingencies, were,	18,615 76
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Net earnings,	\$18,271 14
Interest paid,	626 00

The number of passengers carried during the year 1859,	54,095½
--	---------

Tons of goods, wares, and merchandize transported during the year 1859,	26,085
---	--------

Miles run by passenger trains,	15,650
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Miles run by freight trains,	8,922
------------------------------	-------

No dividends declared during the year.

The company has no indebtedness of any kind.

Accidents.

September 12—John Keiw, a temporary brakeman, when connecting the freight locomotive to the train, while at Jamesburg, caught his hand between the car and connecting bolt, and injured it severely. Charles S. Worts, engineer; John H. Heath, conductor. Still employed by the company.

October 17 —Mr. N. Wyckoff Morris, attempting to get on the morning train down at the crossing near Englishtown station while it was in motion, fell in the cattle guard, broke two or three of his ribs, and was bruised considerably—is now well. Charles H. Haviland, conductor, and Alfred A. Miller, engineer; are still in the employ of the company.

State of New Jersey, ss.

Personally appeared before the subscriber, one of the Masters in the Court of Chancery of said State, William D. Davis, President of the Freehold and Jamesburg Agricultural Railroad Company, who being duly sworn, doth declare

that the foregoing report is true, according to the best of his knowledge and belief.

W. D. DAVIS, *Pres't.*

Sworn and subscribed before me, at Freehold, this twenty-seventh day of January, A. D. 1860.

HOLMES W. MURPHY, *M. C.*

R E P O R T
OF THE
MORRIS CANAL AND BANKING CO.

Report of the Morris Canal and Banking Company made to the Legislature of New Jersey, in compliance with the law of 1852, and the supplement of 1853.

Capital stock paid in,	\$2,200,000 00
Debts—funded and other,	528,775 18
Cost of canal and appurtenances,	2,743,041 30
Repairs of 1859,	81,602 38
Navigation—lock and plane tending,	35,267 46
Superintendence and management,	29,267 79
Income from passengers, tolls and other sources,	312,703 54
Dividends paid in cash,	144,480 00

State of New Jersey, Hudson County, to wit :

Before me personally appeared Ephraim Marsh, who being by me duly sworn according to law, doth depose and say, that he is the President of the Morris Canal and Banking Company ; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and the amount

of funded and other debts of said company, also of the cost of canal and appurtenances, also of the expenditures for repairs, superintendence and management of the same, also the income during the year 1859 from passengers, tolls and other sources, and the amount of dividends and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this 28th day of January, A. D. 1860.

A. O. ZABRISKIE, M. C.

REPORT
OF THE
NEWARK AND BLOOMFIELD R. R. CO.
FOR THE YEAR 1859.

To the Honorable the Legislature of New Jersey :

Annual report of the Newark and Bloomfield Railroad Company, to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1860, and their operations for the year 1859.

Amount of capital stock paid in, . . . \$103,950 00

Cost of road and its appendages to date, 105,205 99

The company are perfectly free from all indebtedness, except the wages due the men for the month of December last, and a few small items payable on presentation.

Income from passengers and freight, &c., during the year 1859, \$17,042 19

Paid for repairs, maintenance of way and contingencies, 10,795 25

Paid interest dividend according to terms of subscription, amounting to 2,672 95

There has been transported over the road during the year one hundred thousand three hundred and thirteen passengers, exclusive of commuters and those who ride free. The following shows the number of passengers carried :

Between Newark and Roseville,	3,689
“ “ Bloomfield,	61,965
“ “ West Bloomfield,	30,777
Way passengers,	3,882

Total,	100,313
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The number of miles run during the year is nineteen thousand seven hundred and forty-nine, (19,749.)

On the 30th day of June, a small child playing on the track between Roseville and Watsessing, was run over by the forward truck of the engine before it could be stopped. The child died the same day. Lewis Hamilton, engineer; Samuel Arbuthnot, conductor. Both retained, the jury exonerating them from blame.

IRA DODD, *President.*

New Jersey, Essex county, ss.

Ira Dodd, President of the Newark and Bloomfield Railroad Company, of full age, being duly sworn, on his oath saith that the facts, matters and things in the foregoing report contained are true, to the best of his knowledge and belief.

IRA DODD, *President.*

Sworn and subscribed before me, this 26th day of January, A. D. 1860.

ABAM G. SAYRE, *M. C.*

REPORT
OF THE
BURLINGTON AND MOUNT HOLLY R. R.
AND TRANSPORTATION CO.,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

Annual report of the Burlington and Mount Holly Railroad and Transportation Company, containing an account of their capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for working the road ; also, the receipts for passengers, freight, &c., for the year ending December the thirty-first, A. D. one thousand eight hundred and fifty-nine, (1859.)

The capital stock actually paid in for 4000 shares	
of stock at \$25 per share,	\$100,000
Borrowed on mortgaged bonds,	20,000
	<hr/>
	\$120,000

The cost of the road, buildings, wharf, locomotives, cars, &c., \$120,000

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad and Transportation Company from January 1st, to December 31st, 1859:

To amount received for passenger travel,	\$14,747 28
“ “ “ freight,	6,686 12
“ “ “ U. S. mail,	262 50
“ “ “ rent,	100 00
	<hr/> \$21,795 90 <hr/>

DISBURSEMENTS.

By pay roll for running trains, &c.,	\$3,809 89
Repairs to road, &c.,	3,614 81
Interest,	3,200 00
Wood,	1,295 98
Ferriages,	756 05
Expenses,	798 62
Insurance,	404 00
Oil,	200 14
Water,	135 00
Printing,	174 65
Cars,	157 52
Locomotives,	71 59
Iron rails,	4,382 82
Dividends declared on \$100,000 of stock, at 5½ per cent. per annum,	5,500 00
	<hr/> \$24,501 07 <hr/>

State of New Jersey, Burlington County, ss.

Charles Bispham, President of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing

statement and report is in all respects just and true, according to the best of his knowledge, information and belief.

CHAS. BISPHAM.

Sworn and subscribed before me, this 10th day of January,
A. D. 1860.

C. H. HOLLINGSHEAD, *M. C.*



R E P O R T

OF THE

CAMDEN AND ATLANTIC R. R. CO.,

JANUARY 1ST, 1860,

TO THE LEGISLATURE OF THE STATE OF NEW
JERSEY.

To the Legislature of New Jersey.

In obedience to the Act of Assembly passed February 24th, 1852, entitled, "An act respecting annual reports to the Legislature of Railroad and Canal Companies," the Camden and Atlantic Railroad Company presents the following report—January 2, 1860.

Capital stock paid in,	\$657,351 54
Funded debt,	1,006,800 00
Floating debt,	435,654 78
Cost of road and equipments,	1,798,141 26
Interest paid during the year 1859,	40,786 00

Receipts of road for 1859.

From passengers,	\$105,662 31	
“ freight,	43,744 08	
“ other sources,	2,748 83	
	<hr/>	\$152,155 22
Expenses of road for 1859, for working said road, including repairs, maintenance of way, motive power, and contingencies,		85,701 62

Accidents.

On the evening of the 3d of June, 1859, a gravel train on the arrival of the down passenger train, left Atlantic for Absecom; during its passage over the meadows, a severe storm arose, which washed the sand from the sides of the cut below Absecom across the track. The darkness from the approaching night, and the severity of the storm, hindered the engineer from seeing the danger. The engine was thrown from the track, and Andrew Smith, section master, William Britt and Adam Breed, laborers, were killed, the latter immediately, the two former after lingering for some days. Thomas Bowe, section master, and Edward Simon, laborer, were injured. The above named persons, killed and injured, were sitting on the hind bumper of the tank. Charles A. Thompson, engineer, and George Farrish, conductor, were both retained in the employ of the company.

[L.S.]

JOHN BRODHEAD,
Pres't C. & At. R. R. Co.

City of Philadelphia, State of Pennsylvania, ss.

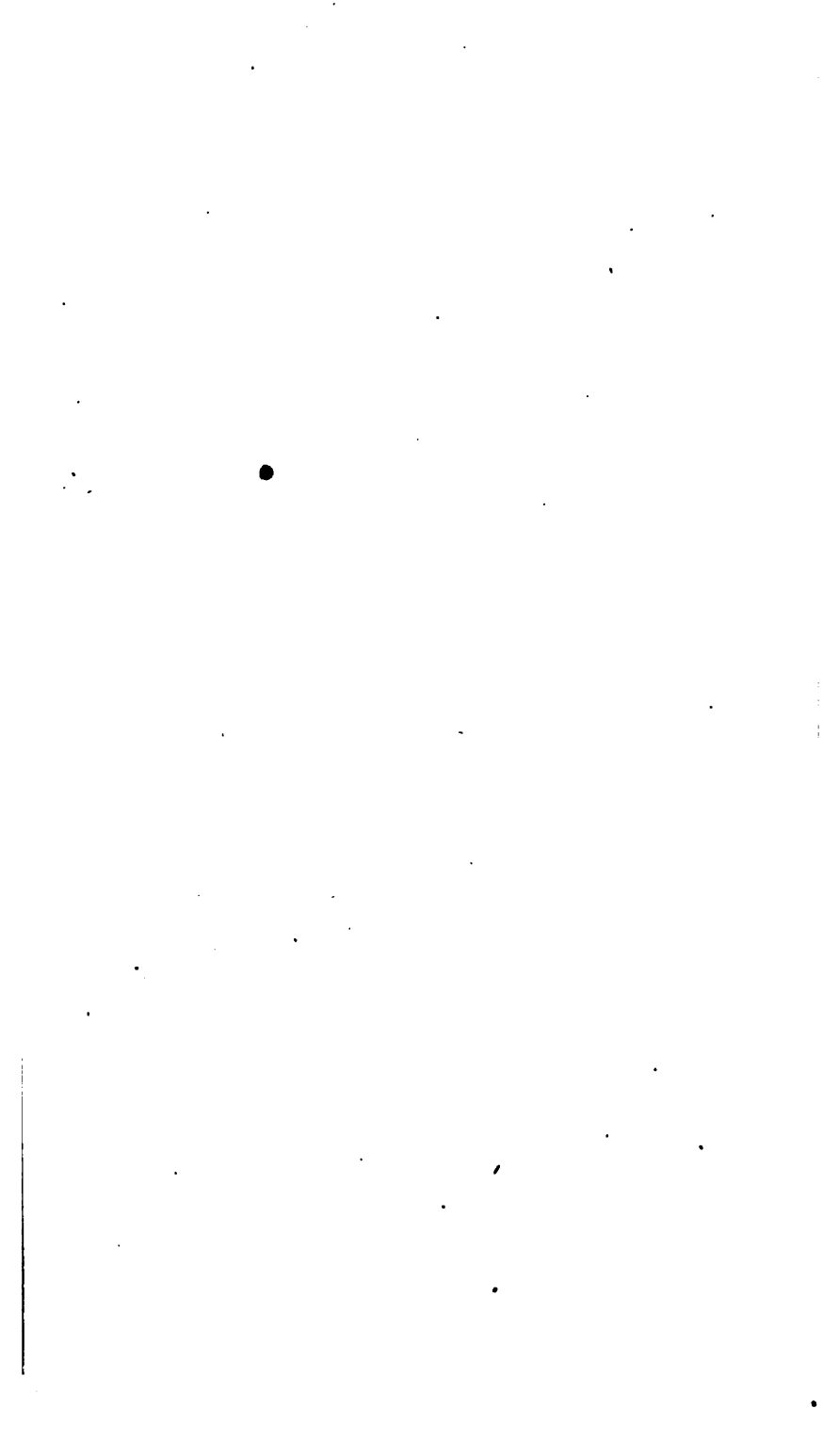
Be it remembered that on the 31st day of January, A. D. 1860, before the subscriber, Richard Ludlow, a commissioner under and by virtue of the laws of New Jersey to take the acknowledgment and proof of deeds, &c., residing in the state of Pennsylvania, personally appeared John Brodhead, Esq., President of the Camden and Atlantic Railroad Company, who being duly sworn, deposes and says, that the facts

set forth in the within report are true, to the best of his knowledge and belief.

Witness my hand and seal, this 31st day of January, A. D. 1860.

[L. S.]

RICHARD LUDLOW,
Commissioner for the State of New Jersey,
No. 204 South Fifth Street.



REPORT
OF THE
MILLSTONE AND NEW BRUNSWICK R
COMPANY.
FOR THE YEAR 1859.

To the Legislature of the State of New Jersey.

Length of road completed, (miles)		6 63-100
Capital stock paid in,	\$102,365.00	
Floating debt,	8,749.00	
	<hr/>	\$111,114.00

Cost of Railroad to date.

For graduation, masonry, superstructure, iron, passenger and freight stations, land damages and engineering,	\$111,114.00
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Passengers.

Over the whole line of road between New Brun- swick and East Millstone,	9,835
--	-------

Over the whole line of road between New Brunswick and Middlebush,	2,945
Over the whole line of road between New Brunswick and Voorhees,	1,198
Intermediate,	441
	<hr/>
Total number of passengers,	14,419
Number of tons of goods and wares, &c.,	7,485

Receipts.

Passengers,	\$3,061.16	
Freight,	5,185.75	
	<hr/>	
		8,247.91
Expenses,		4,630.64
		<hr/>
Balance,		\$3,617.27

No accident on the road during the year.

State of New Jersey, ss.

Be it remembered that on this twenty-fifth day of January, A. D. 1860, personally appeared before me, John P. Jackson, a Master in Chancery of New Jersey, Isaac R. Cornell, President of the Millstone and New Brunswick Railroad Company, who being duly sworn, deposeth and saith that the foregoing report is correct and true according to the best of his knowledge and belief.

ISAAC R. CORNELL,

President of the Millstone and New Brunswick R. R. Co.

Sworn and subscribed before me the day and year aforesaid.

JOHN P. JACKSON, M. C.

REPORT
OF THE
NORTHERN RAIL ROAD COMPANY,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

The Northern Railroad of New Jersey respectfully report that the road was delivered, as completed by the contractors, to the company on the 1st of October last.

The terms of the act respecting annual reports to the Legislature of railroad and canal companies seem to apply to roads that have been in operation at least one year.

This road having been operated but a very short time, it is found to be impracticable to report its earnings and expenses.

The report of next year's operations will commence with October 1st, of the present year, and end the same date in 1860, and will embrace all the particulars in regard to earnings and expenses required by law.

The capital stock, indebtedness and cost of the road are as follows:

The capital stock is	\$180,600.00	
Of which not paid in, and not due by terms of charter,	26,443.03	
	<hr/>	\$154,156.97
The mortgage bonds are	\$200,000	
Less not issued,	11,300	
	<hr/>	\$188,700
The unsecured debts are about		25,000
Cost of road and equipments to date,		365,344

All of which is respectfully submitted.

JERSEY CITY, Dec. 26, 1859.

State of New Jersey, ss.

Thomas H. Herring, President of the Northern Railroad of New Jersey, being duly sworn, on his oath saith, that the foregoing statement is true to the best of his knowledge and belief.

THOMAS H. HERRING.

Sworn and subscribed before me, this third day of January, A. D. 1860.

ANDREW DUTCHER, *M. C.*

REPORT

OF THE

SUSSEX RAILROAD COMPANY.

TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

Annual report of the Sussex Railroad Company to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1860, and their operations for the year 1859.

Capital stock,	\$180,146 00	
Funded debt,	200,000 00	
Floating debt,	9,956 73	
	<hr/>	\$390,102 78
Cost of road and its appurtenances,		390,102 78
Receipts for passengers and freight,		33,511 54
Due from the United States for carrying mails,		550 00
Paid for operating expenses,	\$12,346 20.	

Repairs of road, new locomotives and other equipments, &c.,	13,203 18	
	<hr/>	25,549 38
Paid interest on debt of the company,		10,256 18
The number of miles run by passenger and freight trains is about twenty-two thousand five hundred (22,500.)		
No dividends have been paid.		
No accidents have occurred.		

New Jersey, Sussex County, ss.

Aaron Peck, President of the Sussex Railroad Company,
being duly sworn, on his oath says, that the foregoing re-
port is correct and true, according to the best of his know-
ledge and belief.

A. PECK. *Pres't.*

Sworn and subscribed, this 28th day of January, A. D.
1860, before me.

THOMAS N. McCARTER, *M. C.*

REPORT
OF THE
WEST JERSEY RAILROAD CO.,
FOR THE YEAR 1859.

To the Legislature of the State of New Jersey.

In obedience to the Act of Assembly passed February 24, 1852, entitled, "An act respecting annual reports to the Legislature of Railroad and Canal Companies," the West Jersey Railroad Company presents the following report.

Capital stock paid in,	\$216,794 43
Floating debt,	40,130 00
Other indebtedness,	16,451 86
Cost of road and its appendages,	280,277 78
Receipts for passengers and freight for 1859,	15,344 53
Expenses for 1859,	11,976 37

Frances Henry, colored woman, was run over by the cars in the city of Camden, on the 22d of June, which caused her death.

R. F. STOCKTON,
President West Jersey R. R. Co.

State of Pennsylvania, County of Philadelphia, ss.

On this seventh day of February, A. D. 1860, before me, S. Henry Norris, a commissioner for the State of New Jersey, resident in Pennsylvania, duly appointed by the Governor of the State of New Jersey to take acknowledgments, affidavits, &c., personally appeared Robert F. Stockton, known to me to be the individual who has signed the foregoing statement, and he having been duly sworn according to law, did depose and say, that the foregoing statement is true to the best of his knowledge and belief, and that he is the President of the West Jersey Railroad Company.

S. HENRY NORRIS,

*Commissioner for the State of New Jersey,
No. 217 South Third Street, Philadelphia.*

ANNUAL REPORTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 1860.

ORDERED TO BE PRINTED.

TRENTON:

PRINTED AT THE "TRUE AMERICAN" OFFICE.
1861.



REPORT
OF THE
DELAWARE AND RARITAN CANAL
AND
CAMDEN AND AMBOY RAILROAD AND TRANS-
PORTATION CO'S,
FOR THE YEAR 1860.

In compliance with an act of the legislature of the State of New Jersey, approved the twenty-fourth day of February, 1852, the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies make the following report:

The capital stock paid in of the Delaware and Raritan Canal,	\$1,500,000
To which has been added by authority of the legislature,	798,400 \$2,298,400
The capital stock paid in of the Camden and Amboy Railroad and Transportation Company,	\$1,500,000
The funded debts of the above companies are	

A loan at 6 per cent. interest,	\$800,000
“ “ 5 “ “	£210,000
“ “ 6 “ “	£225,000
“ “ 6 “ “	\$367,000
“ “ 6 “ “	\$800,000
“ “ 6 “ “	\$1,700,000

Also a loan of \$2,500,000, authorized by the stockholders for straightening and doubling the track of branch railroad, and for subscription and advances to associated companies. Of this loan only \$817,000 has been issued.

In addition to the above, there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into dollar bonds, at four dollars and eighty cents per pound sterling, bearing an interest of five per centum per annum.

Also a loan of \$1,175,000, bearing an interest of six per centum per annum, for subscription to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburgh Agricultural Railroad Companies.

Also a premium loan of £48,333 6s. 8d., for the extension to the year 1880 of the sterling loans of £210,000 and £225,000. For the redemption of which loans before the expiration of the year 1880, a sinking fund has been provided.

And the Companies are under obligations to pay certain small annuities to persons who have been injured on the Railroad.

The cost of the Delaware and Raritan Canal and appurtenances,	\$3,935,286 73
The cost of the Camden and Amboy Railroad and equipments,	5,840,805 04
The receipts of the Delaware and Raritan Canal for 12 months, ending 31st December, 1860,	546,650 59
Expenses of Delaware and Raritan Canal for same period,	165,292 63
Leaving net,	<u>\$381,357 96</u>

The receipts of the Camden and Amboy Railroad and Transportation Company for 12 months, ending on the 31st December, 1860, \$1,997,064 16

Expenses of the Camden and Amboy Railroad and Transportation Company for the same period, 1,263,114 36

Leaving net, \$733,949 80

Dividends have been paid in cash during the year 1860 of twelve per cent. on the capital stock of the Joint Companies.

There has been invested during the past year, on account of a sinking fund, the sum of \$112,367 19.

State of New Jersey, ss.

Before me, James S. Green, one of the Masters in the Court of Chancery of the said State, personally appeared Robert F. Stockton, President of the Delaware and Raritan Canal Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal, is true, according to the best of his knowledge and belief.

R. F. STOCKTON, *President.*

Sworn and subscribed before me, this 2d day of February, 1861.

JAS. S. GREEN, *M. C.*

State of New Jersey, ss.

Before me, James S. Green, one of the Masters in the Court of Chancery of the said State, personally appeared Edwin A. Stevens, President of the Camden and Amboy Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge and belief.

E. A. STEVENS, *President.*

Sworn and subscribed before me, January 28th, 1861.

JAS. S. GREEN, *M. C.*

Report of accidents which have occurred upon the Camden and Amboy Railroad and Branches during the year 1860, with the names of the parties injured and the causes thereof.

January 18th.—"The Bordentown express train" ran over an unknown man near Cooper's creek, and killed him instantly. J. J. Maxwell, conductor; J. W. Thompson, engineer. Both still in the service of the company.

April 10th.—A man in the employ of the Canal Company, named Edward Costly, while lying along the track near Kingston, was struck by the engine of "midnight line," and instantly killed. S. Fennimore, conductor; John Cobson, engineer. Both retained in the service of the Company.

June 11th.—A man by the name of John Beal was found upon the track near the Sand Cut, dead. When the 6 A.M. train from Philadelphia reached the place, it stopped suddenly to avoid running over the body. Wilson Cole, the train guard, lost his balance by the stopping, and was slightly injured by falling to the ground. Charles Wolcott, conductor; Abner Houston, engineer. Both still in the service.

August 3d.—An unknown man attempted to get upon the 7 A. M. train while in motion, at Princeton. In so doing, he fell between the train and platform, and received some slight scratches upon his arm. J. H. Hibbs, conductor; John Cobson, engineer. Both still employed.

August 18th.—An unknown negro, while asleep between the rails upon Pennshawken bridge, was killed by the engine of the Bordentown express train. J. J. Maxwell, conductor; Emanuel Perry, engineer. Both are still employed.

August 21st.—Enoch Newell, a fireman in the employ of the Company, while passing ahead of his train at Rancocas bridge, fell and was struck by the engine, which was slowly moving. His injuries resulted in death. Samuel Fennimore, conductor; William Burton, Jr., engineer. Both still in the service.

October 26th.—Charles Davis had his knee fractured at

South Amboy, by carelessly getting between two cars which were being drilled.

November 18th.—Tatum Parsons, an engineer employed by the Company, was somewhat injured in consequence of the Bordentown express train running off the track near Garwood's lane. J. J. Maxwell, conductor; William Perry, engineer. Both are yet employed.

R. S. VAN RENSSSELEAR,

Superintendent.

ANNUAL REPORT
OF THE
N. J. R. R. & TRANSPORTATION CO..
TO THE
LEGISLATURE OF NEW JERSEY, FOR 1860.

In obedience to the act passed February 24, 1852, entitled
"An act respecting annual reports to the legislature, of rail-
roads and other companies," the New Jersey Railroad and
Transportation Company presents the following report:

Capital stock,	\$3,749,000 00
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Funded debt, including \$485,- 000, the cost of the property and privileges purchased of the Associates of the Jersey Company,	688,000 00
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Profit and loss, being surplus earnings expended in the con- struction of the road and in payment of the property stated below,	\$716,069 48
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Less paid for im- proved pivot draw for Hackensack bridge, relaying road with new rails and other improvements,	28,500 00	
	<hr/>	687,569 43
Dividend 1st January, payable 1st February, 1861,		187,450 00
		<hr/> \$5,312,019 43

Cost of Railroad and Equipments.

For graduation and masonry, bridges, superstructure, iron, passenger and freight sta- tions, buildings and fixtures, engine and car houses, work shops, machinery and fix- tures, engineering, land and land damages,	\$3,589,080 87
Locomotives, tenders and snow plows,	165,175 09
Cars—passenger, freight and baggage,	229,053 36

Property, viz :

Bridge, ferry, turnpike and other stocks, real estate, fer- ry boats, privileges and fix- tures, (including the property and privileges purchased of the Jersey Associates for \$485,000,) \$1,266,336 96	
Cash in bank, and cash items on demand,	62,423 15
	<hr/> 1,328,760 11
	<hr/> \$5,312,019 43

RECEIPTS.

From passengers,	793,454 82	
“ freight,	101,619 20	
“ U. S. mail, rents, express freight and other sources,	218,807 74	
	<hr/>	\$1,113,881 76

EXPENSES.

Maintaining railroad bridges and buildings,	78,848 36	
Repairs of locomotives, cars and machinery,	54,399 65	
Fuel, cost and labor in prepar- ing,	65,960 30	
Operating the road and trans- porting passengers and freight,	230,295 67	
Office expenses, salaries and contingencies,	13,657 08	
	<hr/>	443,161 06
		<hr/>
		\$670,720 70
Interest on bonds,	41 050 00	
Transit duty on passengers and freight,	17,777 66	
Tax on capital stock,	18,745 00	
Dividends in cash, August and February,	374,900 00	
Profit and loss to surplus earn- ings,	218,248 04	
	<hr/>	670 720 70

Operations of the Company during the year 1860.—The number of passengers and tons of goods, wares and merchandize transported over the New Jersey Railroad and Transportation Company during the year 1860 :

PASSENGERS.

Passing over the whole line of the road,	307,884½
“ between Jersey City and Newark,	1,306,226
“ “ “ Elizabeth,	225,759½
“ “ “ Rahway,	82,410
“ “ “ Uniontown and Metuchin,	9,652½
“ “ “ New Brunswick,	86,762½
“ “ “ all intermediate places,	814,418
<hr/>	
Total, two millions eight hundred and thirty-three thousand one hundred and thirteen,	2,833,113
(Not including commuters and free passengers.)	

GOODS, WARES AND MERCHANDIZE.

Passing over the whole line of the road, (tons,)	1,587
“ between Jersey City and Newark,	45,016
“ “ “ Elizabeth,	4,174½
“ “ “ Rahway,	6,703½
“ “ “ New Brunswick,	18,621
“ “ “ all intermediate places,	44,551
<hr/>	
Total, one hundred and fifteen thousand six hundred and fifty-three tons,	115,653
Number of miles run by passenger, freight and other trains,	522,731

OFFICE NEW JERSEY R. R. & T. Co., }
January 28, 1861.

H. J. SOUTHMAYD, *Treasurer.*

T. WOLCOTT JACKSON, *Secretary.*

State of New Jersey, ss.

John S. Darcy, President of the New Jersey Railroad and Transportation Company, being duly sworn, on his oath saith, that the within report and annexed statement are true, to the best of his knowledge and belief.

JOHN S. DARCY.

Sworn and subscribed before me, this 29th of January, A. D. 1861.

JOHN P. JACKSON, *Master in Chancery.*

Report of accidents having occurred during the year eighteen hundred and sixty, on the New Jersey Railroad, and the cause of the same, with names of the persons injured, and the extent of their injuries; also the names of the engineers and conductors under whose management such accidents occurred, and whether such engineers and conductors are still retained in the employ of the Company.

January 7th, 1860.—James Taylor, in attempting to cross the track before the owl train, at the crossing of the Essex and Middlesex turnpike, below Newark, in a sleigh, was struck and instantly killed. Edward Duffle, in company with him, was slightly injured. J. Fernald, conductor; J. Campbell, engineer. Still in the Company's employ.

January 11th.—Caspar Straub, a laborer, while walking on the track near Newark, the morning being very foggy, was struck by the engine of the 7 o'clock train from New York and killed instantly. John Fernald, conductor; John Campbell, engineer. Still in Company's employ.

March 8d.—Cornelius Force was struck near Uniontown by the engine of the 9.50 A. M. train, while walking on the track, and instantly killed. J. Fernald, conductor; G. Lyman, engineer. Still in the Company's employ.

March 7th.—J. H. Gross, an employee on the freight train, fell between the platform and car at Jersey City and was injured. Died in a few days.

March 14th.—Matthew Hogan, not a passenger, in attempting to get on the freight train, at New Brunswick, while in motion, (unknown to the conductor,) and against warning of brakeman, fell between the cars and was killed. A. Grinstead, conductor; Abm. Condit, engineer. Still in Company's employ.

March 23d.—The 10 P. M. train from New York struck a man named Patrick Stanley, below Chestnut street, while walking on the track. His arm was injured and leg broken. Thomas C. Cox, conductor; T. Garrison, engineer. Conductor still in employ of the company.

March 24th.—A man named E. H. Lomham was struck by a car of the 9.30 P. M. train, while walking on the track at Jersey City. Died in a few hours. Thomas C. Cox, conductor; T. Garrison, engineer. Conductor still in employ of the Company.

April 17th.—John Farrell stepped out of a door near Center street, Newark, on the track immediately in front of the engine of the 5.30 P. M. train. His leg was injured, rendering amputation necessary. Charles Craig, engineer; M. Haring, conductor. Conductor still in Company's employ; engineer not.

June 4th.—A boy, in attempting to get on the cars, (not a passenger,) at Newark, while drilling the 3 o'clock train, fell under the cars and was killed. Isaac Van Pelt, conductor; Richard Bailey, engineer. Still in the employ of the Company.

June 9th.—Thomas Hennessey, a boy, while attempting to jump on the train at Center street, (not a passenger,) while in motion, was killed instantly. J. Fernald, conductor; John Campbell, engineer. Still in Company's employ.

June 13th.—As the 7 P. M. train from Rahway was approaching the East Newark station, two little girls attempted to cross the track in front of the engine. One was killed, and the other slightly injured. C. Arguit, conductor; H. Hummell, engineer. Still in the employ of the Company.

June 29th.—Peter Reynolds, in employ of the Company at Jersey City, stepped in front of the 9 A. M. Philadelphia train, and was killed, William Coulter, conductor; G. Lyman, engineer. Still in Company's employ.

August 6th.—John Murphy was slightly injured near the toll gate, by the Philadelphia train, while lying on the track intoxicated. William Coulter, conductor; Abm. Condit, engineer. Still in Company's employ.

August 22d.—Thomas Hennessey, an employee, was killed by jumping from the gravel train while in motion, near Metuchin. William Martin, conductor; John Lindle, engineer. Still in Company's employ.

August 27th.—As the 8.05 M. and E. train was entering the depot at Jersey City, William N. S. Wickham was knocked down by a car entering the depot. His attention was drawn to something in the building—did not notice the cars; died soon after. T. Counsellor, conductor. Still in Company's employ.

September 1st.—W. Grosvenor, in attempting to get on the 10 P. M. train at Center street, while in motion, fell and the wheels passed over his foot, crushing it. Now doing well. Thomas C. Cox, conductor; A. B. Harrison, engineer. Conductor still in the employ of the Company.

September 5th.—Ger. McCann had his leg taken off while attempting to jump on the 2 P. M. train from Newark while in motion, (he was not a passenger.) Bates, engineer; William D. Chetwood, conductor. Still in Company's employ.

October 12th.—A boy was seriously injured by the 2.10 P. M. train. Had his arm taken off by falling from the train while in motion, near Center street. (He was not a passenger.) Phelps, conductor; Yates, engineer. Still in Company's employ.

October 16th.—An unknown man was struck by the engine of the 9 A. M. Philadelphia train near the "fish house," while walking on the track. William Coulter, conductor; Abm. Condit, engineer. Still in the employ of the Company.

October 20th.—A man, name unknown, sitting near the track at Metuchin, was struck by the engine of the 9 A. M. Philadelphia train and killed. William Coulter, conductor; Abm. Condit, engineer. Still in the employ of the Company.

December 8th.—The 6 A. M. C. R. R. train from Jersey City, in crossing Prospect street, struck a wagon of A. Stumman, throwing him out and slightly injuring him. Conductor, Phelps; engineer, Bates. Still in the employ of the Company.

December 10th.—As the 8 A. M. Central train from New York was entering the depot at Market street, Newark, a man named William Shangle, in attempting to get on while in motion, was thrown under the train and injured. Died soon after. Thomas Doty, conductor; H. Hummell, engineer. Still in the employ of the Company.

I certify the foregoing to be a true transcript from the series of accidents sustained by the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,
Assistant Superintendent.

January 29, 1861.

ANNUAL REPORT
OF THE
MILLSTONE & NEW BRUNSWICK R. R. CO.,
TO THE LEGISLATURE OF NEW JERSEY,
FOR THE YEAR 1860.

Length of road completed, (miles,)	6 63-100
Capital stock paid in,	\$102,865 00
Floating debt,	8,749 00
	<hr style="width: 20%; margin-left: 0;"/> \$111,114 00

Cost of Railroad to date.

For graduation, masonry, superstructure, iron, passenger and freight stations, land, dam- ages and engineering,	\$111,114 00
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Passengers.

Over the whole line of the road between New Brunswick and East Millstone,	11,581½
Over the whole line of the road between New Brunswick and Middlebush,	3,178

Over the whole line of the road between New
Brunswick and Voorhees,
Intermediate,

1,390½
520

· Total number of passengers, 16,665
Number of tons of goods and wares, &c., 8,870½

Receipts.

Passengers, \$3,512 75
Freight, 5,319 54

Expenses, \$8,832 29
4,808 96

Balance, \$4,023 33

No accident on the road during the year.

ISAAC R. CORNELL, *President.*

January 1st, 1860.

State of New Jersey, ss.

Be it remembered, that on this 29th day of January, A. D. 1861, personally appeared before me, John P. Jackson, a master in chancery of New Jersey, Isaac R. Cornell, president of the Millstone and New Brunswick Railroad Company, who being duly sworn deposeth and saith, that the within report is correct and true, according to the best of his knowledge and belief.

ISAAC R. CORNELL.

Sworn and subscribed before me, the day and year aforesaid.

JOHN P. JACKSON, *M. C.*

REPORT

OF THE

PATERSON AND RAMAPO RAILROAD CO.,

FOR THE YEAR 1860.

Capital stock actually paid in,	\$248,000 00
Amount of funded debt,	90,000 00
Amount of bonds of funded debt redeemed,	10,000 00
Cost of road and equipments,	350,000 00
Income, rent from New York and Erie Railroad Company,	26,500 00
Amount of dividends paid from earnings, 5 75-100 per cent. on \$248,000.00,	14,260 00
Expenditures for contingencies, taxes, &c., since last report,	2,402 15
Expenditure to redeem five bonds, \$1000 each, at 97 per cent.,	4,850 00
Interest on bonds, \$95,000 at 7 per cent.,	6,650 00

The said road being under lease to and operated by the New York and Erie Railroad Company under sanction of the legislature of New Jersey, this company have no knowledge of the other matters required.

All which is respectfully submitted.

ROBERT BAYARD, *President.*

New York, ss.

Robert Bayard, of New York, being duly sworn on his oath saith, that he is president of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 11th, 1861.

JAMES BULL, *Notary Public.*

Report of accidents on the Paterson and Hudson River and Paterson and Ramapo Railroads for the year ending September 30th, 1860.

December 8d.—Ned Ryan, engine wiper, Passaic bridge. He was standing upon the hind bumper of the smoking car when his cap blew off, and he jumped for it holding on to the railing of the car, and was dragged under the wheels and killed instantly.

April 26th.—Guy Spencer, at Paterson station, was riding with several other boys on the train and jumping on and off the cars, while jumping fell between the cars and was crushed.

June 22nd.—William Ackerman; while the train was passing into Hohokus switch, this man's head came in contact with a post, which took the scalp off, and he died subsequently. He jumped on the train between two milk cars, after it had started, to steal a passage to Hohokus. The train stopped at Godwinville two minutes for time, which gave him an opportunity of getting into the passenger car if he had wished.

The receiver of the New York and Erie Railroad Company has operated during the past year the roads of the Paterson and Hudson River Railroad Company and the Paterson and Ramapo Railroad Company under the lease made by said companies, in connection with the New York and Erie Railroad Company, and has repaired and maintained said roads and furnished all the motive power used thereon; and the

particulars of such operations and expenditures have been kept as part of the general accounts of the receiver of said company, and can not be more particularly specified by him as applicable exclusively to said roads.

City and county of New York, ss.

Nathaniel Marsh, receiver of the New York and Erie Railroad Company, being duly sworn deposeth and says, that the above report is true and correct to the best of his knowledge and belief.

NATHANIEL MARSH.

Sworn to before me, this 12th of January, 1861.

J. N. BROWN,
Commissioner of Deeds.



REPORT

OF THE

CENTRAL RAILROAD CO. OF NEW JERSEY,

JANUARY 1, 1861,

TO THE LEGISLATURE OF THE STATE OF NEW
JERSEY.

In obedience to an act entitled, "An act respecting annual reports to the legislature of railroad and other companies," passed February 24th, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st of January, 1861:

Capital stock,	\$3,680,000 00
First mortgage bonds,	1,400,000 00
Second mortgage bonds,	600,000 00
Dividend $2\frac{1}{2}$ per cent., payable in January,	90,750 00
Interest accrued not yet due,	47,838 33
Balance to credit of renewal fund,	92,174 05
	<hr/>
	\$5,860,757 38

Railroad,	\$4,480,896 79	
Land and wharves at Elizabeth-		
port,	290,713 64	
Station houses, shops, &c.,	131,800 00	
	<hr/>	4,903,410 43
Engines,	\$321,000 00	
Cars,	168,500 00	
	<hr/>	489,500 00
Ferry interest and boats,	\$246,650 00	
Other property, fuel and mate-		
rials on hand,	136,572 22	
	<hr/>	383,222 22
Cash and accounts receivable,	\$119,959 20	
Less accounts payable,	35,334 47	
	<hr/>	84,624 73
		<hr/>
		\$5,860,757 38

RECEIPTS AND EXPENSES FOR 1860.

Ordinary receipts.

Passengers,	\$206,280 68	
Merchandise,	362,482 10	
Coal,	597,323 99	
Mail, express, rents, &c.,	19,761 14	
	<hr/>	\$1,185,847 86

Ordinary expenses.

Running expenses,	\$117,375 84
Wood consumed,	79,489 87
Coal consumed,	32,977 13
Repairs of road,	74,276 29
Repairs of engines,	35,628 51
Repairs of cars,	20,774 98
Repairs of buildings, bridges, &c.,	27,474 22
Ferry expenses,	51,125 07

Expense account,	24,528 42	
Miscellaneous expenses,	11,806 13	
	<hr/>	475,456 46
Balance net earnings,		\$710,391 40
Deduct interest account,	\$192,036 69	
" taxes for 1860,	24,502 07	
" dividends,	861,460 00	
	<hr/>	577,998 76
Balance transferred to renewal fund,		\$132,392 64
Deduct expenditures for year for construction and property accounts paid from this fund,		40,218 59
		<hr/>
Balance to credit of renewal fund,		\$92,174 05

Dividends.

A semi-annual dividend of five (5) per cent. was made in July; a quarterly dividend of two and a half ($2\frac{1}{2}$) per cent. in October, and another dividend of two and a half ($2\frac{1}{2}$) per cent. for the quarter ending December 31.

Miles run by trains.

Miles run by passenger trains,	152,518
" " " merchandise trains,	183,768
" " " coal trains,	376,476
	<hr/>
Total by transportation trains,	662,757
Miles run by wood trains,	2,121
" " " gravel trains,	30,889
	<hr/>
Total miles run,	695,767

Table of passengers carried on the Central Railroad of New Jersey during the year ending December 31, 1860.

Station.	To.	From.	Total.
New York,	130,404	130,291 $\frac{1}{2}$	260,695 $\frac{1}{2}$
Bergen Point,	16,038	16,283	32,321

Mariner's Harbor,	16,287	16,554	32,841
Elizabethport,	48,179½	49,880	98,009½
Elizabeth,	35,760½	34,681½	70,442
Newark,	12,012½	12,558	24,570½
Mulford,	4,749½	4,289½	9,039
Craneville,	4,915½	4,975½	9,891
Westfield,	7,698½	7,546	15,244½
Scotch Plains,	7,654½	7,691½	15,346
Plainfield,	32,867½	33,136	66,003½
New Market,	6,870½	6,324	12,694½
Bound Brook,	11,372	11,984½	23,356½
Somerville,	17,267½	17,340½	34,608
Raritan,	2,680½	2,620½	5,301
North Branch,	2,884	2,688	5,572
White House,	7,643	7,014	14,657
Lebanon,	2,522½	2,545½	5,068
Clinton,	5,740½	5,906	11,646½
High Bridge,	2,594	2,802	5,396
Clarkesville,	1,637	1,543	3,180
Junction,	11,207	12,233½	23,440½
New Hampton,	8,981½	2,711	6,692½
Asbury,	8,054½	2,971½	6,026
Valley,	1,971½	2,028	3,999½
Bloomsbury,	8,472½	8,587½	7,010
Springtown,	1,112	1,142½	2,254½
Phillipsburg,	7,468½	8,486½	15,955
Easton,	19,742	17,573	37,315

429,288

429,288

858,576

Actual number of passengers carried,

429,288

Number of passengers carried one mile,

9,433,056

Equal to 123,470 through passengers.

*Table of freight tonnage carried on the Central Railroad of
New Jersey for the year ending December 31, 1860.*

	Tons.
Between New York and Bergen Point,	740
“ “ “ Mariner's Harbor,	1,881
“ “ “ Elizabethport,	8,607
“ “ “ Elizabeth,	89
“ “ “ Craneville,	399
“ “ “ Westfield,	320
“ “ “ Scotch Plains,	1,907
“ “ “ Plainfield,	8,329
“ “ “ New Market,	769
“ “ “ Bound Brook,	450
“ “ “ Somerville,	2,102
“ “ “ Raritan,	3,519
“ “ “ North Branch,	2,509
“ “ “ White House,	2,028
“ “ “ Lebanon,	1,044
“ “ “ Clinton,	4,688
“ “ “ High Bridge,	1,041
“ “ “ Clarkesville,	470
“ “ “ Junction,	28,653
“ “ “ New Hampton,	462
“ “ “ Asbury,	397
“ “ “ Valley,	307
“ “ “ Bloomsbury,	410
“ “ “ Springtown,	274
“ “ “ Phillipsburg,	1,661
“ “ “ Easton,	28,934
“ Elizabethport and New Hampton,	585,417
“ “ “ Phillipsburg,	285,535
“ Elizabeth and New Hampton,	1,776
“ “ “ Phillipsburg,	30,701
“ all intermediate stations,	66,688
Total number of tons,	1,061,502

Total number of tons carried one mile,		57,049,488
	Tons.	Miles.
Merchandise,	151,378 carried	6,908,368
Iron,	55,355 "	3,525,356
Coal,	854,769 "	46,615,764
<hr/>		<hr/>
1,061,502 carried		57,049,488

Accidents in 1860.

February 21st.—A son of John Smalley, about sixteen years of age, in attempting to get on a coal train near Harris' lane, while it was in motion, fell under the cars, was run over and died soon after. Thomas Park, engineer and conductor; still in the employ of the company.

March 5th.—As the twelve o'clock passenger train from New York was passing around the curve near Clinton station, a man named George Rowland, aged about seventy years, was walking upon the track in front of the train; the engine hit and killed him instantly. The engineer did all he could to warn him off the track and stop his train. The friends of the deceased do not attach any blame to the employees of the road. Charles A. Heckman, conductor; Schenck Field, engineer; both still in the employ of the company.

March 12th.—William Richey, the engineer and conductor of a coal train, in making up his train at New Hampton junction after turning the switch and signalling his fireman to back the cars, fell or was knocked down by a car, run over and instantly killed.

June 13th.—As the six o'clock morning express train from New York arrived at the junction station M. A. Stivers, aged seventy-five years, a farmer living near New Hampton station, got upon the platform of the rear car and after the train had got under nearly full headway jumped off near New Hampton station and was instantly killed. The coroner's inquest fully exonerated the employees from blame. Jonas

White, engineer; F. P. Hill, conductor; both still in the employ of the company.

June 16th.—As the night iron train was passing near Polhemus, west of Middlebrook, at about two o'clock at night, a man named J. W. Winners, or Winders, lying upon the track, was run over by the whole train and instantly killed. He was supposed to have been under the effects of liquor. Moses Harington, engineer and conductor; still in the employ of the company.

July 4th.—As an extra passenger train was proceeding west between New Market and Bound Brook a man by the name of John Loughran, aged about forty-six years, stepped from the opposite track to the track immediately in front of the train, was thrown upon the front of the engine and so much injured that he died the next day. He lived near New Market, and from threats which he had previously made it was supposed that it was a premeditated act of self destruction, caused by family difficulties. Engineer and conductor not now known.

July 23d.—A colored boy about fourteen years of age got upon a coal train while passing Plainfield, to steal a ride, fell between the cars and was instantly killed. P. Morford, engineer and conductor; still in the employ of the company.

October 4th.—Henry Been, a brakeman on a coal train, in attempting to jump upon the engine while in motion near Phillipsburg station fell upon the track. The wheels passed over one of his legs, rendering amputation necessary. He is now doing well. H. N. Mott, engineer and conductor; not now in the employ of the company.

October 27th.—George Wilson, a resident of Asbury, was lying upon the track between Asbury and Valley stations. It being dark and at a curve in the road, he could not be seen by the men on an approaching coal train, which run over and instantly killed him. He was supposed to have been under the influence of liquor, having left Valley station about one hour previously. L. Cogswell, engineer and conductor; still in the employ of the company.

November 21st.—H. B. Vandoren, of Somerville, (supposed to be under the influence of liquor) drove upon the track after dark, from a lane leading from the toll-gate between Somerville and Middlebrook. His horse became frightened and ran down the track, crossing an open culvert; he was thrown out of his carriage upon the track, and either instantly killed or stunned, so that he remained there until the express freight train, which came along soon after, ran over him and dragged him some three hundred yards. He was found at the Middlebrook bridge, lifeless. A coroner's inquest exonerated the company and employees from all blame. J. Mulford, engineer; J. Harris, conductor; both still in the employ of the company.

November 26th.—An unknown and well dressed person, supposed to be about thirty years of age, got upon the rear car of a coal train passing Plainfield, and as is supposed, fell upon the track from the car near the road crossing west of Craneville, which either killed or stunned him. The engineer of the mixed freight and passenger train following about ten minutes after, saw his body upon the track, but not in time to stop the train, which passed over it. The coroner's jury exonerated the company and employees from blame. Theo. D. Voorhees, conductor; John Alpaugh, engineer; both still in the employ of the company.

November 27th.—Bartholomew Cepann, a man in the employment of the contractor for making embankments at the High Bridge, being intoxicated stepped immediately in front of the engine of a loaded coal train, a short distance east of the High Bridge and had both legs cut off and was otherwise badly mangled. He died next day. E. P. Kimball, engineer and conductor; still in the employ of the company.

JOHN T. JOHNSTON, *President.*

Subscribed and sworn to this 24th day of January, 1861,
before me.

ADRIAN VANSINDERM,
Commissioner for New Jersey in New York.

REPORT
OF THE
MORRIS AND ESSEX RAILROAD CO.
TO THE
LEGISLATURE OF NEW JERSEY.

To the Honorable the Legislature of the State of New Jersey :

Annual report of the Morris and Essex Railroad Company to the Legislature of the State of New Jersey, showing the condition of the Company on the first day of January, 1861, and their operations for the year 1860.

Capital stock,	\$1,157,800 00
Funded debt,	340,000 00
Contingent fund,	270,440 84
	<hr/>
	\$1,768,240 84
	<hr/>

Cost of road and its appendages,	\$1,626,987 52
Capital stock of the Newark and Bloomfield Railroad Co.,	55,000 00
Capital stock of Telegraph Com- pany,	2,000 00

Wood on hand, paid for,	4,500 00	
Cash and cash items,	79,753 32	
	<hr/>	1,768,240 84

Income from passengers, freight and other sources during the year.

From passengers,	\$157,761 66
“ freight,	97,964 60
“ mails and sundries,	7,769 22
	<hr/>
	\$263,495 48

Paid for repairs, maintenance of way, motive power and contingencies,	154,384 03
Paid interest on debt of company,	23,500 00

Dividends.

Two dividends have been made during the year past, payable in cash, and amounting to eighty-six thousand eight hundred and thirty-five dollars (\$86,835 00); one being a dividend for seven months, in consequence of a change being made in the fiscal year, the other being a semi-annual one.

Number of passengers carried.

There has been transported on the road during the year four hundred and ninety thousand eight hundred and seventy-one (490,871) passengers, exclusive of commuters and those who ride free.

Number of miles run by Trains.

Passenger trains,	114,543 miles.
Freight “	42,660 “
Wood and gravel trains	6,500 “

Accidents.

June 25th, 1860.—James Simonton was killed at Newark in endeavoring to get on the train while in motion, a coroner's jury exonerating the company. W. H. Doty, engineer; B. M. Pierson, conductor. Both retained.

August 29th.— — Tingley attempted to cross the track at Denville in front of an approaching engine, was struck and injured. He died the second day thereafter. William Osborn, engineer; J. C. Cudliss, conductor. Both retained.

September 27th.—James Finnierty, a boy, playing about the cars while in motion at Newark, fell and was run over. He died the same night. Upon examination by the authorities, the company were exonerated. Edward King, engineer; C. R. Hulme, conductor. Both retained.

WM. WRIGHT, *President.*

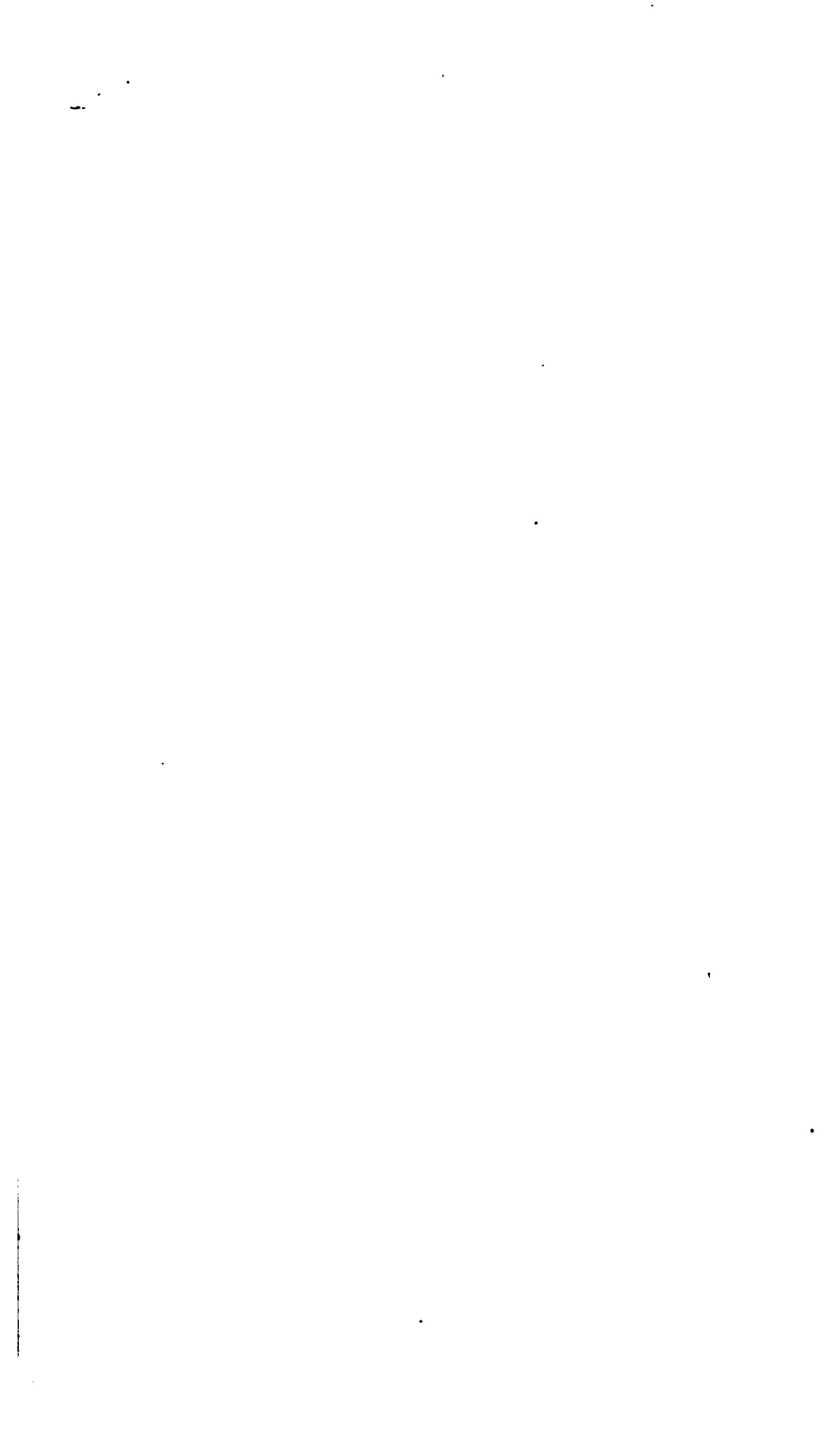
New Jersey, Essex county, ss.

William Wright, President of the Morris and Essex Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing report contained, are true to the best of his knowledge and belief.

WM. WRIGHT, *President.*

Sworn and subscribed this 16th day of January, A. D. 1861, before me.

WM. VANDERPOOL,
Master in Chancery of N. J.



REPORT

OF THE

BELVIDERE DELAWARE R R. CO.,

FOR THE YEAR 1860.

The capital stock of the Company is \$1,000,000, of which is paid in \$997,862 24.

Their indebtedness is as follows, viz:

Funded debt,	\$2,081,000 00
Special loans not properly included in funded debt,	80,774 03
Due other companies,	23,105 31

The cost of the road and its equipment, exclusive of cash and materials on hand, \$3,128,257 18.

The receipts for business during the year were as follows, viz:

On the Belvidere Delaware Railroad—	
From passengers,	\$75,173 49
From freights, including coal,	167,703 08
From mail and other sources,	81,322 39
	<hr/> \$274,203 96

And on the Flemington Railroad—

From passengers,	\$6,075 88	
From freights, including coal,	9,015 67	
From mail and other sources,	751 00	
	<hr/>	15,842 55
Making the total for both roads together,		<hr/> \$290,046 51 <hr/>

The expenditures for working the two roads were as follows, viz :

The Belvidere Delaware Railroad,	\$162,841 84
The Flemington Railroad,	14,012 82
	<hr/>

Making the total for both roads, \$176,853 66

No dividends have yet been declared by the Company.

Casualties.

December 19th.—As the down freight train was passing Washington's Crossing, at the usual time, Mr. J. N. Hart, after hearing the signal made by the approaching train, started with a two horse team, and attempted to drive across the track in front of the locomotive. As he approached the track, the train was so near that it was impossible to stop it, and he was killed. Conductor, William E. Stites; engineer, A. P. Ingram. Both retained in the Company's service.

State of New Jersey, ss.

Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath saith, that the facts and statements set forth and contained in the within report are true, as he verily believes.

CHAS. SITGREAVES.

Sworn and subscribed, January 29, A. D. 1861, before me.

JOHN S. BACH,
Justice of the Peace.

R E P O R T
OF THE
WEST JERSEY RAILROAD CO.,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1860.

In obedience to an act of Assembly passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of Railroad and Canal Companies," the West Jersey Railroad Company presents the following report:

Capital stock paid in,	\$483,550 00
Floating debt,	44,831 70
Other indebtedness,	22,824 90
Cost of the railroad and appendages,	553,851 58
Received for passengers and freight, 1860,	16,884 55
Current expenditures for 1860,	13,380 10
Whole number of passengers carried in 1860,	86,904

R. F. STOCKTON, *President.*

State of Pennsylvania, City and County of Philadelphia, ss.

On this twenty-second day of January, A. D. 1861, before me, S. Henry Norris, a commissioner for the State of New Jersey, resident in Pennsylvania, duly appointed by the Governor of the State of New Jersey to take acknowledgments, affidavits, &c., &c., personally appeared Robert F. Stockton, known to me to be the individual who has signed the foregoing statement, and he having been duly sworn according to law, did depose and say that the foregoing statement is true to the best of his knowledge and belief, and that he is the President of the West Jersey Railroad Company.

S. HENRY NORRIS,
Commissioner for New Jersey,
No. 217 South Third street.

Report of Accidents.

May 7th, 1860.—In the 6 P. M. line down, an accident occurred by running the engine off the track, causing the death of Joseph Sands, road master, and an injury to William Matthews, engine driver. William Sheed, conductor; William Matthews, engine driver.

William Sheed no longer in the employ of the company. William Matthews, after suspension has been reinstated.

R. S. VAN RENSSELAER, *Superintendent.*

REPORT
OF THE
WARREN RAILROAD COMPANY,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports of railroads and other companies, passed February 22d, 1852," the Warren Railroad Company present the following report of the condition of the affairs of the Company up to the first of January, 1861.

Capital stock issued and actually paid in,	\$1,140,000 00
First mortgage bonds, due 1875, sold,	600,000 00
Other indebtedness on the books,	712 92
	<hr/>
	\$1,740,712 92

Including lands for right of way, depot buildings, temporary track and expenditures on the Van Ness Gap tunnel up to the above date.

Earnings of the Road from Jan. 1st to 31st Dec. 1860.

Freight on coal,	\$167,832 56
Freight on merchandize,	50,209 82

Passenger fares,	14,627 15
Extra baggage,	35 27
Transportation of mail,	1,280 14
Express,	1,471 23
Telegraph earnings,	146 60
	<hr/>
	\$235,552 77
The running expenses of the road, including repairs, depot agents, telegraph, bridges, extra repairs, trestle work, &c., estimated 52½ per cent.,	<hr/>
	\$123,111 65
	<hr/>
Net earnings of road,	\$112,441 12
Interest paid on \$600,000—first mortgage bonds for the year,	\$42,000 00
Interest dividend of 3 per cent. on \$1,045,- 000, paid 15th April, 1860,	\$31,350
Interest dividend of 3½ per cent. on \$1,104,- 000, paid 15th Oct., 1860,	\$38,640
	<hr/>
	\$111,990 00
	<hr/>
Balance applicable to debts,	\$451 12

No injury has occurred to any person in the passenger cars during the last year.

The high grade to pass over the temporary line while the tunnel is constructing, increases the expense of operating the road. The tunnel, when completed, will shorten the road about three miles; the grade reduced 21 feet to the mile going east, uniform with the other part of the road and the Central Road of New Jersey. This tunnel, called "Van Ness Gap Tunnel," will be about 8,000 feet long. This rock is very hard. The expenditures upon this work have been

about \$115,400 00 the past year. Estimates to contractors have been paid monthly in cash. Hopes are confidently entertained that the tunnel can be completed and ready for use by April 1st, 1862. The contractors are progressing with a night and day force, working six faces, one at each end and four in the centre, by two shafts and two steam engines.

All of which is respectfully submitted.

J. I. BLAIR,

President Warren Railroad Company.

Belvidere, Jan. 29, 1861.

State of New Jersey, Warren County, ss.

John I. Blair, of full age, being duly sworn, on his oath saith that the facts, matters and things set forth in the above report which is signed by him, is true in all things to the best of his knowledge and belief.

J. I. BLAIR.

Sworn and subscribed before me, at Belvidere, N. J., this 29th day of January, 1861.

J. E. SHIPMAN, *M. C.*

REPORT
OF THE
CAMDEN AND ATLANTIC R. R. CO.,
TO THE
LEGISLATURE OF NEW JERSEY, FOR 1860.

In obedience to the act of Assembly, passed February 24, 1852, entitled "An act respecting Annual Reports to the Legislature of Railroads and Canal Companies," the Camden and Atlantic Railroad Company presents the following Report:

January 1, 1861.

Capital stock paid in,	\$976,843 41
Funded debt,	1,082,075 80
Floating debt,	83,641 52
Cost of road and equipment,	1,829,473 16
Interest paid during the year 1860,	164,601 59

Receipts of road for 1860.

From passengers,	\$118,534 72
“ freight,	48,620 81
“ other sources,	2,887 84
	<hr style="width: 20%; display: inline-block; vertical-align: middle;"/> \$160,042 87

Expenses of the road for the year 1860, for
working said road, including repairs, main-
tainance of way, motive power and contin-
gencies,

105,181 44

JOHN BRODHEAD,

President of Camden and Atlantic R. R. Co.

City of Philadelphia, State of Pennsylvania, ss.

Be it remembered, that on the 21st day of January, A. D. 1861, before me, the subscriber, Richard Ludlow, a Commissioner appointed by the Governor of New Jersey to administer oaths, &c., personally appeared John Brodhead, Esq., President of the Camden and Atlantic Railroad Company, who, being duly sworn according to law, doth depose and say, that the facts contained in the foregoing statement are true, to the best of his knowledge and belief.

Witness my hand and seal, this 21st day of January, A. D. 1861.

RICHARD LUDLOW,

Commissioner for State of New Jersey.

ANNUAL REPORT

OF THE

BURLINGTON AND MOUNT HOLLY RAIL- ROAD AND TRANSPORTATION CO.

The capital stock actually paid in for 4,000 shares of stock, at \$25 per share,	\$100,000 00
Borrowed on mortgaged bonds,	20,000 00
	<hr/> \$120,000 00

The cost of the road and buildings, wharf, lo- comotives, cars, &c.,	\$120,000 00
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*The following exhibits the receipts and disbursements of the
Burlington and Mount Holly Railroad and Transportation
Company from January 1st to December 31st, A. D. 1860.*

Receipts.

For amount received for passenger travel,	\$14,929 09
“ “ “ “ freight,	6,605 21
“ “ “ “ rents,	100 00
“ “ “ “ U. S. mail,	488 33
	<hr/> \$22,072 63

Disbursements.

By cash paid for water,	\$185 00	
“ “ pay roll,	8,767 88	
“ “ interest,	1,080 00	
“ “ locomotives,	1,651 44	
“ “ cars,	88 50	
“ “ superstructure,	3,192 13	
“ “ wood,	1,787 99	
“ “ ferriages,	869 05	
“ “ expenses,	815 98	
“ “ printing,	158 17	
“ “ Oil,	251 85	
Dividends declared on \$100,000		
stock at 5 per cent. per annum,	5,500 00	
By balance,	2,830 69	
	<hr/>	\$22,072 63

State of New Jersey, Burlington county, ss.

Charles Bispham, president of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law on his oath saith, that the foregoing statement and report is in all respects just and true, according to the best of his knowledge, information and belief.

CHAS. BISPHAM.

Sworn and subscribed this 14th day of January, A. D. 1861.

C. H. HOLLINGSHEAD, *M. C.*

REPORT

OF THE

MORRIS CANAL AND BANKING COMPANY,

MADE TO THE LEGISLATURE OF NEW JERSEY,

IN COMPLIANCE WITH LAW OF 1852 AND SUPPLEMENT OF 1853.

Capital stock paid in,	\$2,200,000 00
Debts, funded and other,	625,978 57
Cost of canal and appurtenances,	2,825,999 17
Repairs of 1860,	82,079 85
Navigation, lock and plane tending,	32,015 03
Superintendence and management,	30,695 26
Income from passengers, tolls and other sources,	850,113 53
Dividends paid in cash,	158,500 00

State of New Jersey, Hudson county, to wit.

Before me personally appeared Ephraim Marsh, who by me being duly sworn according to law, doth depose and say, that he is the president of the Morris Canal and Banking Company; that the foregoing is a correct statement as this deponent verily believes, containing an account of the capital stock of said company actually paid in, and the amount of funded and other debts of said company, also of the cost of

canal and appurtenances, also of the expenditures for repairs, superintendence and management of the same. Also the income during the year eighteen hundred and sixty from passengers, freight and other sources, and the amount of dividends, and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this twenty-first day of January, A. D. 1861.

LUTHER S. ELMER, *M. C.*

REPORT

OF THE

FLEMINGTON R. R. & TRANSPORTATION CO.

To the Legislature of the State of New Jersey :

The report of the Flemington Railroad and Transportation Company for the year commencing January 1, 1860, and ending January 1, 1861.

Capital stock of this company paid in is	\$150,011 00
Funded debt,	93,900 00
Other indebtedness,	86,417 66
Cost of road,	287,086 74

Receipts for business during the year.

For passengers,	\$6,075 88
Freights, including coal,	9,015 67
Mails,	750 00

	<hr/> \$15,842 55
Expenses working the road and salaries, &c.,	14,012 32

No persons injured on the road during the year.

The road has been worked by the Belvidere Delaware Railroad.

State of New Jersey, Hunterdon county, ss.

Charles Bartles, President of the Flemington Railroad and

Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing statement and report is just and true, according to the best of his knowledge and belief.

C. BARTLES.

Sworn and subscribed before me, January 28, 1861.

A. V. VANFLEET,
Master in Chancery of N. J.

REPORT
OF THE
NEWARK & BLOOMFIELD RAILROAD CO.,
FOR THE YEAR 1860.

To the Honorable the Legislature of New Jersey:

Annual report of the Newark and Bloomfield Railroad Company to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1861, and their operations for the year 1860.

Amount of capital stock paid in,	\$103,950 00
Cost of road and its appendages to date,	109,651 58
Income from passengers, freight, &c., during the year 1860,	19,413 01
Paid for repairs, maintenance of way and con- tingencies,	13,267 62

There has been transported on the road during the year, one hundred and eighty thousand one hundred and seventy-five passengers, exclusive of commuters and those who ride free, as follows:

Between Newark and Roseville,	4,097
“ “ “ Bloomfield,	64,615
“ “ “ West Bloomfield,	85,102
Way passengers,	4,861

Total, 108,175

The number of miles run during the year is twenty thousand one hundred and forty-nine, (20,149.)

Accidents.

March 27th, 1860.—A man named Messlor attempted to drive a wagon containing three persons across the track near the Stone House, and was struck by a train, killing Mrs. Messlor. The men having charge of the train were exonerated from all blame by coroner's jury, and were retained in the service of the company. Conductor, Samuel Arbuthnot; engineer, Lewis Hamilton.

IRA DODD, *President.*

New Jersey, ss.

Ira Dodd, President of the Newark and Bloomfield Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing report contained, are true, to the best of his knowledge and belief.

IRA DODD, *President.*

Sworn and subscribed, this 16th day of January, A. D. 1861, before me.

WM. VANDERPOOL,
Master in Chancery of N. J.

REPORT

OF THE

FREEHOLD & JAMESBURG R. R. CO.

To the Honorable the Legislature of the State of New Jersey :

The Freehold and Jamesburg Agricultural Railroad Company respectfully report, that their road is in operation from Freehold to Jamesburg, a distance of eleven and a half miles.

The capital stock paid in is \$230,844 80

The cost of road and equipment, 229,064 30

Receipts during 1860.

From passengers, 14,253 80

“ freight, 24,794 95

“ U. S. mail, 858 00

\$39,906 25

The expenses for working the road, including repairs, maintenance of way, motive power and contingencies, were

21,225 91

Net earnings, \$18,680 34

Interest received, 121 81

Cash dividend paid, 9,212 00

The Company have also during the year paid a stock dividend of thirty-three and one third per cent.

The number of passengers, and tons of goods, wares and merchandize transported during the year, 1860, was as follows :

Passengers,	54,904
Goods, wares and merchandize, tons,	29,339
Miles run by trains,	23,974

Accidents.

July 31st.—Christian C. Van Nortwick, one of the gang on track repairs, had the small bone in each leg broken, at Manalapan station, by being run over by the hand car. He is now entirely well. Redford Perrine, foreman of the gang, is still in the employ of the Company.

WILLIAM D. DAVIS, *President.*

State of New Jersey, ss.

William D. Davis, of Freehold, in the State of New Jersey, being duly sworn according to law, upon his oath saith that he is the President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing report is true, according to the best of his knowledge and belief.

WILLIAM D. DAVIS.

Sworn and subscribed at Trenton the 30th day of January, A. D. 1861.

CALEB S. GREEN, *M. C.*

ANNUAL REPORT

OF THE

SUSSEX RAILROAD COMPANY.

To the Honorable the Legislature of the State of New Jersey:

Capital stock,	\$182,186 00	
Funded debts,	222,052 05	
Floating debt,	3,529 85	
	<hr/>	\$407,767 40
Cost of road and its appurtenances,	-	407,767 40
		<hr/>
Receipts for passengers and freight,		\$32,381 10
Due from the United States for carrying mail,		187 50
		<hr/>
		\$32,518 60
Paid for operating expenses,	\$9,567 46	
Repairs of road and new locomotives and other equipments,	10,873 48	
	<hr/>	\$20,440 94
		<hr/>
Paid interest on debt of company,		\$13,972 16
		<hr/>
The number of miles run by passenger and freight trains is about		22,500

No dividends have been paid.

No accidents have occurred.

State of New Jersey, Sussex county, ss.

Aaron Peck, president of the Sussex Railroad Company, being duly sworn on his oath saith, that the foregoing report is correct and true, according to the best of his knowledge and belief.

AARON PECK, *President.*

Sworn and subscribed before me, this 31st day of January,
A. D. 1861.

JOSEPH P. BRADLEY, *M. C.*

ANNUAL REPORTS

OF THE

RAILROAD AND CANAL COMPANIES

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 1861.

JERSEY CITY:

PRINTED BY JOHN H. LYON.

1862.



REPORT

OF THE

DELAWARE AND RARITAN CANAL

AND

CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANIES,

FOR THE YEAR 1861.

In compliance with an act of the Legislature of the State of New Jersey, approved the twenty-fourth day of February, eighteen hundred and fifty-two, the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies make the following report :

The capital stock paid in of the Delaware and Raritan Canal.....		\$1,500,000 00
To which has been added by authority of the Legislature.....		798,400 00
		<hr/>
		\$2,298,400 00
The capital stock paid in of the Camden and Amboy Railroad and Transportation Company.....		\$1,500,000 00
To which has been added by authority.....		1,210,800 00
		<hr/>
		\$2,710,800 00
The funded debts of the above companies are		
A loan at 6 per cent. interest.....		\$800,000
" " 5 " "	.....	£210,000
" " 6 " "	.....	£225,000
" " 6 " "	.....	\$367,000
" " 6 " "	.....	800,000
" " 6 " "	.....	1,700,000

Also a loan of \$2,500,000, authorized by the stockholders, for straightening and doubling the track of branch railroad, and for subscriptions and advances to associated companies. Of this loan only \$867,000 has been issued.

In addition to the above, there has been issued a loan for £185,000 sterling for the stock of the Philadelphia and Trenton Railroad Company, since converted into funds, at four dollars and eighty cents per pound sterling, bearing an interest of five per centum per annum.

Also a loan of \$1,175,000, bearing an interest of six per centum per annum, for subscription to the Belvidere Delaware Railroad and branches, and Freehold and Jamesburg Agricultural Railroad Companies.

Also a premium loan of £48,333 6s. 8d., for the extension to the year 1880, of the sterling loan of £210,000 and £225,000 for the redemption of which loans, before the expiration of the year 1880, a sinking fund has been provided.

And the companies are under obligations to pay certain small annuities to persons who have been injured on the railroad.

The cost of the Delaware and Raritan Canal and appurtenances.....	\$3,955,302 55
The cost of the Camden and Amboy Railroad and equipments.....	5,918,658 15
The receipts of the Delaware and Raritan Canal for twelve months ending the 31st of December, 1861..	469,895 73
Expenses of the Delaware and Raritan Canal for the same period.....	157,509 53

Leaving net..... \$312,387 20

The receipts of the Camden and Amboy Railroad and Transportation Company for twelve months ending the 31st of December, 1861.....	\$2,058,989 65
Expenses of the Camden and Amboy Railroad and Transportation Company for the same period.....	1,145,159 85

Leaving net..... \$913,829 80

Dividends have been paid in cash during the year 1861 of eleven per cent. on the capital stock of the joint companies.

There has been invested during the past year on account of the sinking fund, the sum of.....	\$107,213 12
Which, added to the former sum of.....	112,367 19

Makes..... \$219,580 31

State of New Jersey, ss: Before me, James S. Green, one of the masters in the court of chancery of the said state, personally appeared Robert F. Stockton, president of the Delaware and Raritan Canal Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal, is true, according to the best of his knowledge and belief.

R. F. STOCKTON, *President.*

Sworn and subscribed before me this 21st day of January, 1862.

JAS. S. GREEN, *M. C.*

State of New Jersey, *ss*: Before me, James S. Green, one of the masters in the court of chancery of the said state, personally appeared Edwin A. Stevens, president of the Camden and Amboy Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge and belief.

E. A. STEVENS, *President*.

Sworn and subscribed before me January 27, 1862.

JAS. S. GREEN, *M. C.*

Report of accidents that have occurred on the Camden and Amboy Railroad and branches during the year 1861, with the names of the parties injured and the causes thereof.

February 11th.—A boy by the name of Kahor, in attempting to get upon a train while in motion at Bordentown, fell and was slightly injured. Joseph Capner, conductor, and James Watin, engineer. Both retained.

February 11th.—George Smith, a brakeman on the South Amboy way train, was injured at Cranberry, while engaged in coupling cars.

April 11th.—Henry McCormick, a resident of Bordentown, was severely injured by stepping upon the track ahead of the Bordentown express train while in motion. John J. Maxwell, conductor; Emanuel Perry, engineer. Both retained in the company's employ.

June 21st.—A man by the name of Palmer was killed near Bordentown, by stepping on the track ahead of the market train while it was in motion. Samuel Fenton, conductor; George Vernon, jr., engineer. Both retained in service.

June 22d.—James Plunket was killed at Gatzmer's Lane, by the 2 P. M. line from New York, he being asleep upon the platform, with his head projecting over. Charles S. Wolcott, conductor; Abner Houston, engineer. Both retained in service.

July 18th.—A soldier of the 6th Maine regiment was injured at Spottswood, by placing his legs outside of the car door, and coming in contact with the platform. Joseph Head, conductor; Samuel Morris, engineer. Both retained.

July 20th.—A child by the name of Kate Miller, residing at Progress, was struck by the engine of the 6 P. M. train down, and seriously injured, but since recovered. Samuel Dickinson, conductor; Samuel Stewart, engineer. Both retained in service.

July 28th.—An unknown man stepped upon the track in front of Engine No. 48, while running between Bordentown and Trenton, and was injured in the leg and arm. Joseph Carman, engineer. Still in service.

October 7th.—A passenger on the 10½ P. M. train from Philadelphia, fell to the ground when near Huling's turnout, and was very slightly injured. Samuel Dickinson, conductor; John Cobson, engineer. Both still employed.

October 17th.—As the 2 P. M. train down was leaving Hightstown, a small boy stepped upon the track, and was struck by the engine.

His injuries were very slight. Charles A. Wolcott, conductor; David Reynolds, engineer. Both retained in service.

November 6th.—A laborer in the employ of the company, by the name of Stephen Brown, fell off a dirt train near South Amboy. Two cars passed over his legs, causing his death. Gamaliel Disbrow, engineer. Still in service.

November 8th.—John McConkey had his foot cut off by the engine of New Jersey accommodation train, while backing at Trenton. Ralph Van Kirk, conductor; William Perry, engineer. Both retained in service.

November 12th.—George Seeds, a fireman on Engine No. 34, had his arm cut off at Rancocas bridge; in attempting to cross the track ahead of his engine, he fell, and the wheels passed over his arm. Jacob Sprague, engineer. Still in service.

December 9th.—A negro man was killed at Spottswood while attempting to get between two freight cars, on the 1 P. M. accommodation train from New York, while it was in motion. Jacob Arndt, conductor; James Watson, engineer. Both still employed.

December 16th.—Michael O'Neil, a soldier, and Matthew Collins were injured at Trenton, by falling between the cars of a troop train and the station platform. O'Neil was injured internally and in his spine. Collins had both his legs broken. D. B. Jeffries, extra conductor; William Burton, jr., engineer. Retained in service.

R. V. VAN RENSSELAER,
Superintendent.

R E P O R T

OF THE

MORRIS CANAL AND BANKING CO.,

MADE TO THE
LEGISLATURE OF NEW JERSEY,

IN COMPLIANCE WITH THE LAW OF 1852 AND THE SUPPLEMENT OF 1853.

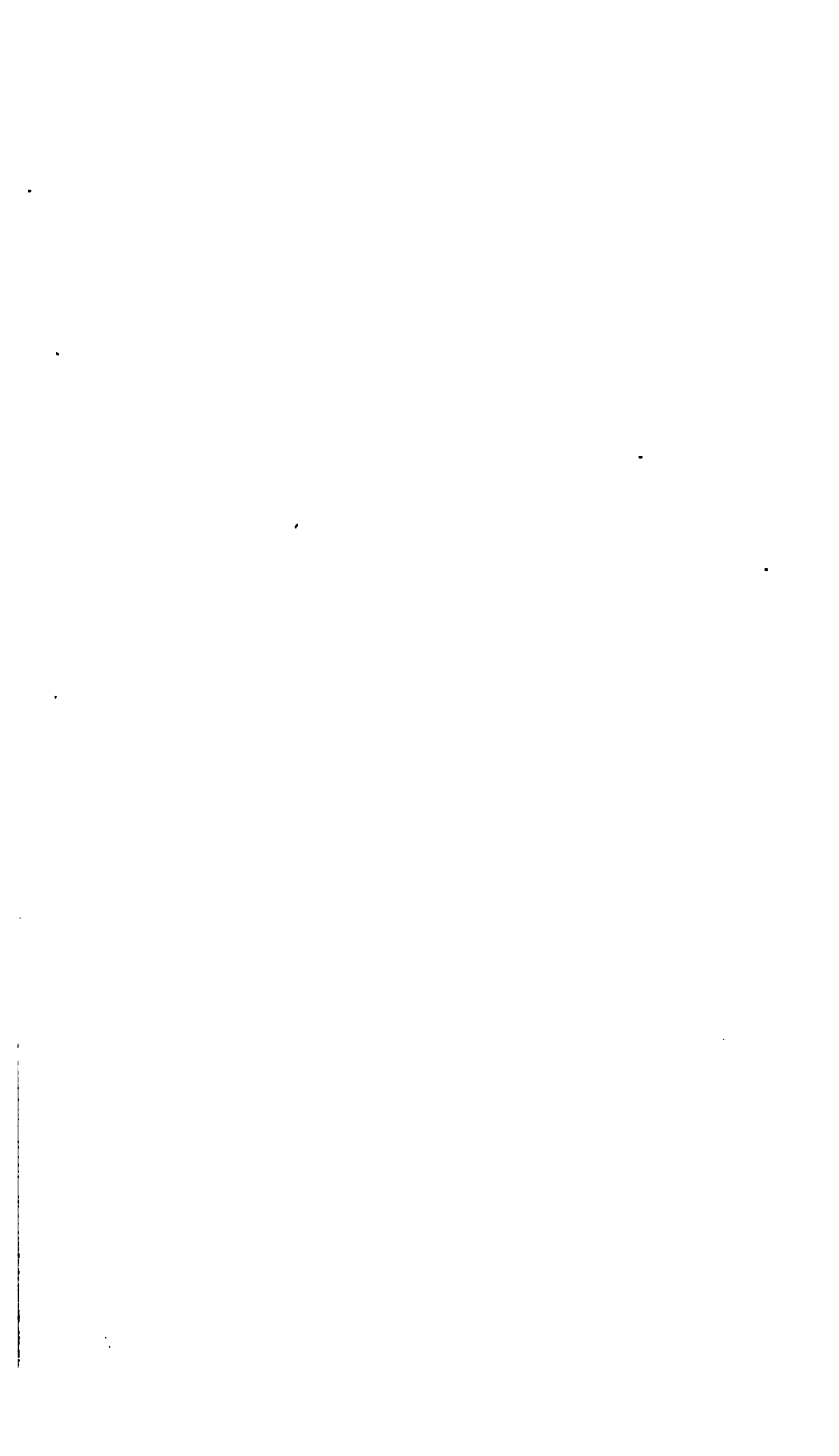
Capital stock paid in.....	\$2,200,000 00
Debts, funded and other.....	773,000 22
Cost of canal and appurtenances.....	2,882,544 00
Repairs of 1861.....	81,458 90
Navigation, lock and plane tending.....	29,282 25
Superintendence and management.....	32,599 56
Income from passengers, tolls and other sources.....	290,890 83
Dividends paid in cash.....	138,000 00

State of New Jersey, Hudson county, to wit: Before me personally appeared Ephraim Marsh, who, by me being duly sworn according to law, doth depose and say, that he is the president of the Morris Canal and Banking Company; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company, actually paid in, and the amount of funded and other debts of said company; also of the cost of canal and appurtenances, also of the expenditures for repairs, superintendence and management of the same; also the income during the year eighteen hundred and sixty-one, from passengers, tolls and other sources, and the amount of dividends, and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this 28th day of January, A. D. 1862.

EDGAR B. WAKEMAN, *M. C.*



REPORT

OF THE

CAMDEN AND ATLANTIC R. R. CO.

TO THE

LEGISLATURE OF NEW JERSEY.

In obedience to the act of assembly, passed February 24, 1852, entitled "An act respecting annual reports to the legislature of railroad and canal companies," the Camden and Atlantic Railroad Company presents the following report :

Capital stock paid in	\$999,363 56
Funded debt.....	1,037,375 80
Floating debt	92,211 20
Cost of road and equipments.....	1,833,934 88
Interest paid during the year 1861.....	33,164 00

RECEIPTS OF ROAD FOR THE YEAR 1861.

From passengers.....	\$62,593 01	
" freight.....	33,518 73	
" other sources.....	3,320 87	
		99,432 61

EXPENSES OF THE ROAD FOR THE YEAR 1861.

For working said road, including repairs, maintenance of way, motive powers and contingencies.....	\$69,356 70
No accidents occurred during the year.	

State of Pennsylvania, city and county of Philadelphia, ss: Be it remembered that on the 22d day of January, 1862, before the sub-

scriber, Richard Ludlow, a commissioner under and by virtue of the laws of New Jersey, to take the acknowledgment and proof of deeds, etc., residing in the state of Pennsylvania, personally appeared John Brodhead, president of the Camden and Atlantic Railroad Company, who, being duly sworn according to law, doth depose and say, that the facts set forth in the foregoing statement are true to the best of his knowledge and belief.

JOHN BRODHEAD,
President of Camden and Atlantic R. R. Co.

Sworn and subscribed before me this 22d day of January, 1862.

RICHARD LUDLOW,
Commissioner for New Jersey.

ANNUAL REPORT

OF THE

NEW JERSEY RAILROAD AND TRANSPORTATION CO.

TO THE

LEGISLATURE OF NEW JERSEY, FOR 1861.

In obedience to the act passed February 24th, 1852, entitled "an act respecting annual reports to the Legislature, of railroad and other companies," the New Jersey Railroad and Transportation Company presents the following report :

Capital stock.....	\$4,397,800 00	
Bonded debt, including \$485,000, the cost of the property and privileges purchased of the Associates of the Jersey Company.....	688,000 00	
Profit and loss, being surplus earnings expended in the payment of the property, and cash stated below	\$349,084 55	
Less paid for relaying road with new rails, and other improvements.....	25,826 17	
	<hr/>	323,258 38
Dividend 1st January, payable 1st February, 1862.....	219,872 50	
	<hr/>	\$5,628,930 88

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructures, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshop, machinery and fixtures, engineering, land and land damages..	\$3,609,089 19
Locomotives, tenders and snow plows.	165,175 09
Cars—passenger, freight and baggage.	235,203 36

PROPERTY, ETC.

Bridges, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey Associates for \$485,000).....	\$1,249,621 07
Cash in bank, and cash items on demand....	369,842 17
	<hr/>
	1,619,463 24
	<hr/>
	\$5,628,930 88

RECEIPTS.

From Passengers.....	\$714,305 75
“ freight.....	81,097 31
“ U. S. mails, express, freight and other sources.....	197,364 28
	<hr/>
	\$992,767 34

EXPENSES.

Maintaining railroad, bridges and buildings.....	\$64,811 30
Repairs of locomotives, cars and machinery.....	49,412 49
Fuel, cost and labor in preparing....	70,400 85
Operating the road, and transporting passengers and freight.....	215,892 78
Office expenses, salaries and contingencies.....	12,268 01
	<hr/>
	412,786 23
	<hr/>
	\$579,981 11
Interest on bonds.....	\$41,050 00
Transit duty on passengers and freight	16,696 14
Tax on capital stock.....	21,489 25
Dividends in cash, August and February.....	439,670 00
Profit and loss to surplus earnings....	61,102 72
	<hr/>
	\$579,981 11

Operations of the Company during the year 1861.—The number of passengers, and tons of goods, wares and merchandise transported over the New Jersey Railroad during the year 1861.

PASSENGERS.

Passing over the whole line of the road.....	341,860
“ between Jersey City and Newark.....	1,167,615
“ “ “ Elizabeth.....	211,101
“ “ “ Rahway.....	65,565½
“ “ “ Uniontown and Metu- chin.....	8,387½
“ “ “ New Brunswick.....	75,702½
“ “ “ all intermediate places..	452,367
	<hr/>
	2,322,598½

Total, two millions three hundred and twenty-two thousand five hundred and ninety-eight and one half.

(Not including commuters and free passengers.)

GOODS, WARES AND MERCHANDISE.

Passing over the whole line of road (tons).....	1,506½
“ between Jersey City and Newark.....	41,419
“ “ “ Elizabeth.....	3,058
“ “ “ Rahway.....	3,495
“ “ “ New Brunswick.....	8,529
“ “ “ all intermediate places..	41,542½
	<hr/>
	99,550

Total, ninety-nine thousand five hundred and fifty tons.

Number of miles run by passenger, freight and other trains, 487,894

H. J. SOUTHMAYD, *Treasurer.*

T. WOLCOTT JACKSON, *Secretary and General Superintendent.*

State of New Jersey, Essex county, ss.: Personally appeared before me, the subscriber, on this twenty-seventh day of January, A. D. 1862, John S. Darcy, who being duly sworn according to law, on his oath deposeth and says, that he is the president of the New Jersey Railroad and Transportation Company, and that the foregoing report made by said company is correct and true.

JOHN S. DARCY.

Sworn to and subscribed this 27th day of January, A. D. 1862, before me,

JOHN W. TAYLOR, *M. C.*

Accidents that have occurred during the year eighteen hundred and sixty-one, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured, and the extent of their injuries; also, the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the company.

January 22d.—An unknown man was killed by the 11.30 A. M. train, while walking on the track on the meadows; he was about fifty years of age. Geo. Woolsey, engineer; J. Counsellor, conductor. Still in the employ of the company.

January 26th.—A fireman, an employee, named Calvin Herrick, in attempting to get on the engine at Newark, while in motion, fell and had his leg crushed, which was afterwards amputated. Thomas C. Cox, conductor. Still in the employ of the company.

March 12th.—As the 12 P. M. central train was going towards Newark, an unknown man, while walking on the track beyond the Hackensack bridge, was struck by the engine and killed. Wm. D. Chetwood, conductor; left the employ of the company in October. Wm. Page, engineer; still in the employ of the company.

March 18th.—As the 4 P. M. train from New York was proceeding towards Elizabeth, a man, named Charles Rogers, crossed the track directly in front of the engine, and was killed. Isaac F. Frazer, conductor; Wm. Gordon, engineer. Still in the employ of the company.

March 25th.—As the central train, 7.30 A. M., from Elizabeth, was passing Centre street station, a boy, named James McTigue, jumped from the train while in motion and was killed (the train does not stop at that station). B. F. Phelps, conductor; Bates, engineer. Still in the employ of the company.

March 25th.—As the 4 P. M. Millstone train was approaching Bound Creek, a man, named Edward Skellinger, was walking behind a loaded wagon on the turnpike near the track; as the train approached he stepped upon the side of the track, the engine struck and killed him. Isaac F. Frazer, conductor; Wm. Gordon, engineer. Still in the employ of the company.

May 27th.—A man, named Loret, while attempting to get on the 9 A. M. train at Centre street, while in motion, fell and had his leg broken. N. L. Douglas, conductor; James R. Smith, engineer. Still in the employ of the company.

May 29th.—A child of Arbuckle, about eight years of age, in attempting to run across the track in front of the engine, at Prospect street, Jersey City, was knocked down and had her leg cut off; she is now doing well. Thomas Doughty, conductor; Henry Hummell, engineer. Still in the employ of the company.

July 1st.—An unknown woman was struck by the engine of the coal train, while walking on the track near Elizabeth, and killed. N. L. Douglas, conductor; Jas. R. Smith, engineer. Still in the employ of the company.

July 27th.—As the 7 P. M. train from New York was near the fish house, engineer saw a man lying between the tracks, stopped the train, picked him up, and found one of his feet cut off and his head bruised; he was taken to the hospital in New York, where he died; his name was Christine Oson. Geo. Moore, engineer; C. Arquid, conductor. Still in the employ of the company.

September 12th.—An unknown man was killed while walking on the track near the Cedars, by the 7 P. M. train from New York. Geo. Moore, engineer; C. Arquid, conductor. Still in the employ of the company.

October 9th.—A man, named Peter Lanagan, fell from the platform of a car while the train was in motion, near Elizabeth, and broke his leg. Wm. D. Chetwood, conductor; Ab'm Condit, engineer.

December 3d.—Isaac W. Jones was killed by falling from the cars of the central train, while passing from one car to the other in Bergen Hill, while the train was in motion.

December 7th.—A man, named Martin Heisel, was killed by walking on the track near Elizabeth, by the 7 A. M. New Brunswick train, during a dense fog. Isaac Van Pelt, conductor; R. Bailey, engineer. Still in the employ of the company.

I certify the foregoing to be a true transcript from the series of accidents sustained by the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,
Assistant Superintendent.

January 8, 1862.

REPORT

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY

TO THE

LEGISLATURE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports to the Legislature of railroads and other companies," passed February 24, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st day of January, 1862:

Capital stock.....		\$3,630,000 00	
First mortgage bonds.....		1,400,000 00	
Second mortgage bonds.....		600,000 00	
Quarterly dividend, 2½ per cent. due January 15.....		90,750 00	
Interest accrued not yet due.....		47,833 33	
Accounts payable.....		29,057 57	
Balance to credit of renewal fund.....		172,855 39	
			\$5,970,496 29
Railroad.....	\$4,480,896 79		
Land and wharves at Elizabethport..	291,771 20		
Station-houses, shops, etc.....	132,000 00		
			4,904,667 99
Engines.....	328,500 00		
Cars.....	176,000 00		
			504,500 00

Ferry interest and boats.....	\$252,650 00	
Other property, fuel, materials on hand, etc.....	173,757 81	\$426,407 81
		<hr/>
Cash and accounts receivable.....		134,920 49

RECEIPTS AND EXPENSES FOR 1861.

Ordinary Receipts.

Passengers	\$222,089 93	
Merchandise	382,598 75	
Coal.....	568,275 83	
Mail, express, rents, etc.....	28,931 09	
		<hr/>
		\$1,201,895 60

ORDINARY EXPENSES.

Running expenses.....	\$120,196 95	
Wood consumed.....	59,227 46	
Coal consumed.....	43,243 83	
Repairs of road.....	128,271 47	
Repairs of engines.....	34,309 50	
Repairs of cars.....	26,754 83	
Repairs of buildings, bridges, etc....	20,098 36	
Ferry expenses.....	53,392 42	
Expense account.....	23,961 30	
Miscellaneous expenses.....	12,996 18	
		<hr/>
		\$522,452 30
Balance net earnings.....		<hr/>
		\$679,443 30
Deduct interest account.....	\$139,296 06	
" taxes for year 1861.....	24,517 05	
" dividends.....	363,000 00	
		<hr/>
		\$526,813 11
Balance transferred to renewal fund.....		<hr/>
		\$152,630 19
Deduct expenditures for year for construction and property accounts paid from this fund.....		71,948 85
		<hr/>
		\$80,681 34
Add former balance to renewal fund.....		92,174 05
		<hr/>
Balance to credit of renewal fund.....		\$172,855 39

DIVIDENDS.

Regular quarterly dividends of two and a half (2½) per cent. each have been made during the year, payable in April, July, October and January, amounting in the whole to ten (10) per cent.

MILES RUN BY TRAINS.

Miles run by passenger trains.....	181,446
“ “ “ merchandise “	144,055
“ “ “ coal “	317,573
<hr/>	
Total by transportation trains.....	643,074
Miles runs by wood “	2,705
“ “ “ gravel “	16,614
<hr/>	
Total miles run by trains.....	662,393

TABLE OF PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY
FOR THE YEAR ENDING DEC. 31, 1861.

Stations.	To.	From.	Total.
New York.....	125,636	152,328½	277,964½
Bergen Point.....	19,879	20,929	40,808
Mariner's Harbor.....	12,802	12,514	25,316
Elizabethport.....	34,301	38,423½	72,724½
Elizabeth.....	24,550	21,302½	45,852½
Newark.....	8,796	9,878	18,674
Mulford.....	5,264½	4,819½	10,084
Craneville.....	4,138½	4,017½	8,156
Westfield.....	6,435½	6,311½	12,747
Scotch Plains.....	5,733½	5,849	11,582½
Plainfield.....	26,527	26,800	53,327
New Market.....	4,956	4,809	9,765
Bound Brook.....	10,557	10,972½	21,499½
Somerville.....	15,015½	15,201	30,216½
Raritan.....	2,082½	1,860	3,942½
North Branch.....	2,488½	2,484	4,972½
White House.....	6,062½	5,777	11,839½
Lebanon.....	1,961½	2,003	3,964½
Clinton.....	4,844½	4,962½	9,807
High Bridge.....	2,813	2,887	5,700
Clarksville.....	1,272½	1,247½	2,520
Junction.....	10,806½	11,501	22,307½
New Hampton.....	2,614½	2,143½	4,758
Asbury.....	2,622	2,524½	5,146½
Valley.....	1,331	1,371½	2,702½
Bloomsbury.....	2,889	3,042½	5,931½
Springtown.....	754½	646½	1,401
Philipsburg.....	5,053½	6,200½	11,254
Easton.....	9,288	8,837½	18,065½
Lehigh Valley Railroad.....	4,420	3,151	7,571
East Pennsylvania Railroad....	35,832½	6,843	42,675½
<hr/>			
	401,638	401,638	803,276

Actual number of passengers carried.....	401,638
Number of passengers carried one mile.....	10,801,933
Equal to 144,026 through passengers.	

TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR ENDING DECEMBER 31, 1861.

			Tons.
Between New York and Bergen Point.....			1,038
“ “ “ Mariner’s Harbor.....			534
“ “ “ Elizabethport.....			8,102
“ “ “ Elizabeth.....			9
“ “ “ Craneville.....			236
“ “ “ Westfield.....			339
“ “ “ Scotch Plains.....			539
“ “ “ Plainfield.....			2,453
“ “ “ New Market.....			518
“ “ “ Bound Brook.....			420
“ “ “ Somerville.....			1,998
“ “ “ Raritan.....			3,499
“ “ “ North Branch.....			2,872
“ “ “ White House.....			1,918
“ “ “ Lebanon.....			1,305
Between New York and Clinton.....			4,552
“ “ “ High Bridge.....			1,279
“ “ “ Clarkesville.....			464
“ “ “ Junction.....			22,377
“ “ “ New Hampton.....			521
“ “ “ Asbury.....			404
“ “ “ Valley.....			602
“ “ “ Bloomsbury.....			462
“ “ “ Springtown.....			203
“ “ “ Philipsburg.....			1,139
“ “ “ Easton.....			9,612
“ “ “ Lehigh Valley Railroad.....			7,213
“ “ “ East Pennsylvania Railroad.....			40,631
“ Elizabethport “ New Hampton.....			559,763
“ “ “ Philipsburg.....			296,420
“ Elizabeth “ New Hampton.....			3,432
“ “ “ Philipsburg.....			25,286
All intermediate stations.....			42,146
Total number of tons carried.....			1,042,286
	Tons.	Miles.	
Merchandise.....	162,382	carried	8,996,279
Iron.....	56,690	“	3,619,220
Coal.....	823,214	“	42,907,290
1,042,286			55,522,789

ACCIDENTS IN 1861.

January 7th.—Magdalena Shutar, a German woman, aged about sixty-three years, was picking up coal by the side of the track, near the Catharine street station, in Elizabeth, as the mail train from Easton was passing; she stepped upon the track immediately in front of the engine, was hit by it, and so badly injured that she died in five hours after. A coroner's jury was called, who exonerated the company from all blame. Benjamin Van Arsdale, conductor, and James White, engineer. The former still in the employment of the company.

March 2d.—As the six o'clock express passenger train from New York was rapidly approaching the New Market station and road crossing, a Doctor Warren, living in that vicinity, and supposed to be deranged; was standing by the side of the track, and near the flagman, who was holding a white flag, to show that the track was clear, and that the engine-man need not slacken his speed. The doctor jumped in front of the engine and was instantly killed. S. P. Hill, conductor, and James White, engineer. The former still in the employment of the company.

March 21st.—An intoxicated German, named John F. Jakel, staggered upon the track immediately in front of the passenger train, between New Market and Plainfield. He was hit by the engine, and one leg broken so badly as to cause amputation. He is recovering. E. D. Vorhees, conductor, and John Alpaugh, engineer. Both still in the employment of the company.

June 14th.—A German, by the name of ———, got upon the western express train at Easton station; when the train was passing Philipsburg, he jumped off, and was thrown upon the ground with such violence as to cause his death in a short time afterwards. S. P. Hill, conductor, and ——— Whitford, engineer. Both still in the employment of the company.

June 21st.—Lieutenant Walker, of the New Hampshire regiment, while passing over our road, near Westfield, in attempting to pass from the platform of one car to the other, while the train was in motion, fell on the track, and was so much injured by the fall, and the wheels running over one of his legs, that he died the next day. H. Hinsdale, conductor, and Thomas Parks, engineer. Neither now in the employment of the company.

August 8th.—As the first morning passenger train from Elizabeth, to connect with the freight boat, was passing the curve, about half way between Elizabeth and Elizabethport, a cow sprang upon the track in front of the car, throwing it off the track, causing an employee of the company, named Michael Brady, who was riding upon the platform of the car, to fall from it upon the track. He was run over and instantly killed. Samuel Atkinson, conductor, and William Quinn, engineer. Both still in the employment of the company.

November 28th.—As a coal train was passing the Plainfield station, a boy, about twelve years old, named ——— Stewart, in attempting to

get on the cars, fell under the wheels, which passed over his legs, causing both to be amputated below the knees. He is now fast recovering. J. K. Shipley, conductor and engineer. Still in the employment of the company.

JOHN TAYLOR JOHNSTON,
President.

Sworn and subscribed before me, the 27th January, 1862.

JAS. W. HALE,
Com. for New Jersey in New York.

REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY

TO THE

LEGISLATURE OF NEW JERSEY.

To the Honorable the Legislature of the State of New Jersey:

Annual report of the Morris and Essex Railroad Company, to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January 1862, and their operations for the year 1861.

Capital stock.....	\$1,157,800 00
Funded debt.....	340,000 00
Contingent fund.....	260,191 12
	<hr/>
	\$1,757,991 12

Cost of road and its appurtenances....	\$1,627,362 52
Capital stock of the Newark and Bloomfield Railroad Company.....	55,000 00
Capital stock of Telegraph Company.....	2,000 00
Wood on hand, paid for.....	6,180 00
Cash and cash items.....	67,448 60
	<hr/>
	\$1,757,991 12

INCOME FROM PASSENGERS, FREIGHT AND OTHER SOURCES DURING THE YEAR.

From passengers.....	\$124,624 90
“ freight	78,595 05
“ mails and sundries.....	7,764 06
	<hr/>
	\$210,984 01
Paid for repairs, maintenance of way, motive power and contingencies.....	121,949 41
Paid interest on debt of company.....	22,543 70

DIVIDENDS.

Two semi-annual dividends have been made during the year, payable in cash, and amounting to eighty-one thousand and forty-six dollars (\$81,046).

NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year, four hundred and fifty-five thousand one hundred and seven (455,107) passengers, exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS.

Passenger trains.....	113,000 miles.
Freight ".....	37,000 "
Wood and gravel trains.....	5,000 "

ACCIDENTS.

January 8th, 1861.—Christopher Meyer, of East Newark, while walking on the track towards an approaching engine, near Orange, was struck by the engine and killed.

August 2d.—Levi Smith, lying on the track asleep, near Roseville, was killed by the freight train at 1.30 A. M.; the night being cloudy and dark, the men in charge of the train did not see him. Coroners' juries in both cases exonerated the company and their employees from all blame.

WM. WRIGHT, *President*.

New Jersey, Essex county, ss.: William Wright being duly sworn, on his oath, saith that he is the president of the board of directors of the Morris and Essex Railroad Company; that he signed the foregoing report, and that the matters therein contained are true to the best of his knowledge and belief.

WM. WRIGHT, *President*.

Sworn and subscribed before me, this 21st day of January, 1862.

WM. VANDERPOOL, *M. C.*

REPORT

OF THE

MILLSTONE AND NEW BRUNSWICK RAILROAD CO.

TO THE

LEGISLATURE OF NEW JERSEY,

FOR THE YEAR 1861.

Length of road (miles).....	6 63-100
Capital stock paid in.....	\$102,365 00
Floating debt.....	8,749 00
	<hr/>
	\$111,114 00

COST OF RAILROAD TO DATE.

For graduation, masonry superstructure, iron, passenger and freight stations, land damages and engineering.....	\$111,114 00
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PASSENGERS.

Over the whole line of road between New Brunswick and East Millstone.....	9,482
Between New Brunswick and Middlebush.....	2,438
“ “ “ Voorhees.....	1,178½
Intermediate places.....	460
	<hr/>
Total passengers.....	13,558½
Number of tons of goods, wares, etc.....	9,097

RECEIPTS.

Passengers.....	\$2,926 66	
Freight.....	5,458 36	
	<hr/>	\$8,385 02
Expenses.....		4,653 22
		<hr/>
Balance.....		\$3,731 80

ISAAC R. CORNELL,
President M. & N. B. R. R. Co.

New Jersey, to wit: Isaac R. Cornell, being duly sworn, on his oath, saith that he is the president of the Millstone and New Brunswick Railroad Company; that the within report of said company to the Legislature of the State of New Jersey is just and true to the best of his knowledge and belief.

ISAAC R. CORNELL,
President M. & N. B. R. R. Co.

January 24, 1862.

Taken, sworn and subscribed before me, at Jersey City, N. J.,
 January 24, 1862.

A. S. JACKSON, *M. C.*

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD COMPANY

FOR THE YEAR 1861.

Capital stock paid in.....	\$997,862 24
Funded debt.....	2,082,000 00
Special loans not properly included in funded debt....	75,086 70
Temporary loans, and due other companies.....	81,105 31
Cost of road and equipments, exclusive of cash and material on hand.....	\$134,655 39

RECEIPTS FOR BUSINESS DURING THE YEAR.

On the Belvidere Delaware Railroad.

From passengers.....	\$64,644 62	
“ freights, including coal.....	134,748 36	
“ mail and other sources.....	42,109 66	
	<hr/>	\$241,502 64

On the Flemington Railroad.

From passengers.....	\$5,012 73	
“ freights, including coal.....	5,837 21	
“ mail.....	750 00	
	<hr/>	\$11,599 94
Total for both roads.....		<hr/> \$253,102 58

EXPENDITURES FOR WORKING THE TWO ROADS.

The Belvidere Delaware Railroad.....	\$151,058 73
“ Flemington Railroad	11,588 95
Total for both roads.....	<u>\$162,647 68</u>

No dividends have been declared.

No person has been injured on the road during the year.

CHARLES SITGREAVES,
President of the Belvidere Railroad Co.

State of New Jersey, ss : Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn on his oath, saith that he verily believes the statements made in the forgoing report to be true.

CHARLES SITGREAVES.

Sworn and subscribed this 27th day of January A. D., 1862,
before me.

JOHN S. BACH,
Justice of the Peace.

REPORT

OF THE

PATERSON AND RAMAPO R. R. CO.

FOR THE YEAR 1861.

Capital stock actually paid in.....	\$248,000 00
Amount of funded debt, viz:	
Bonds outstanding.....	\$85,000 00
Bonds redeemed.....	15,000 00
	100,000 00
Other debts.....	1,089 25
Cost of road and equipments.....	350,000 00
Income, rent from New York & Erie Railroad Co.....	26,500 00
Amount of dividends paid from earnings, 5 25-100 per cent. on \$248,000.00.....	13,020 00
Expenses for contingencies, taxes, &c.....	2,801 70
Expenditures to redeem five bonds, \$1000 each, at 97 per cent.....	4,850 00
Interest on bonds, \$90,000, at 7 per cent.....	6,300 00

The said road being under lease to, and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this company have no knowledge of the other matters required.

All of which is respectfully submitted.

ROBERT BAYARD,
President.

New Jersey, to wit: Robert Bayard, of New York, being duly sworn on his oath, saith that he is president of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 4th, 1862.

A. S. PENNINGTON, *M. C.*

REPORT

OF THE

SUSSEX RAILROAD COMPANY

FOR THE YEAR 1861.

To the Honorable the Legislature of the State of New Jersey :

Annual report of the Sussex Railroad Company to the Legislature of the State of New Jersey, showing the condition of the company on the 1st day of January, 1862, and their operations for the year 1861.

Capital stock.....	\$187,766 00	
Funded debt.....	226,355 86	
Floating debt.....	3,021 18	
		417,143 04
Cost of road and its appurtenances.....		417,143 04
Receipts of passengers and freight.....		23,785 65
Due from the United States for carrying the mail, January 1, 1862.....	\$25 86	
		23,811 51
Paid for operating expenses.....	\$7,295 14	
Repairs of roads and equipments.....	6,451 75	
		13,746 89
Paid interest on debt of company.....		10,855 56
The number of miles run by passenger and freight trains is about.....		16,680

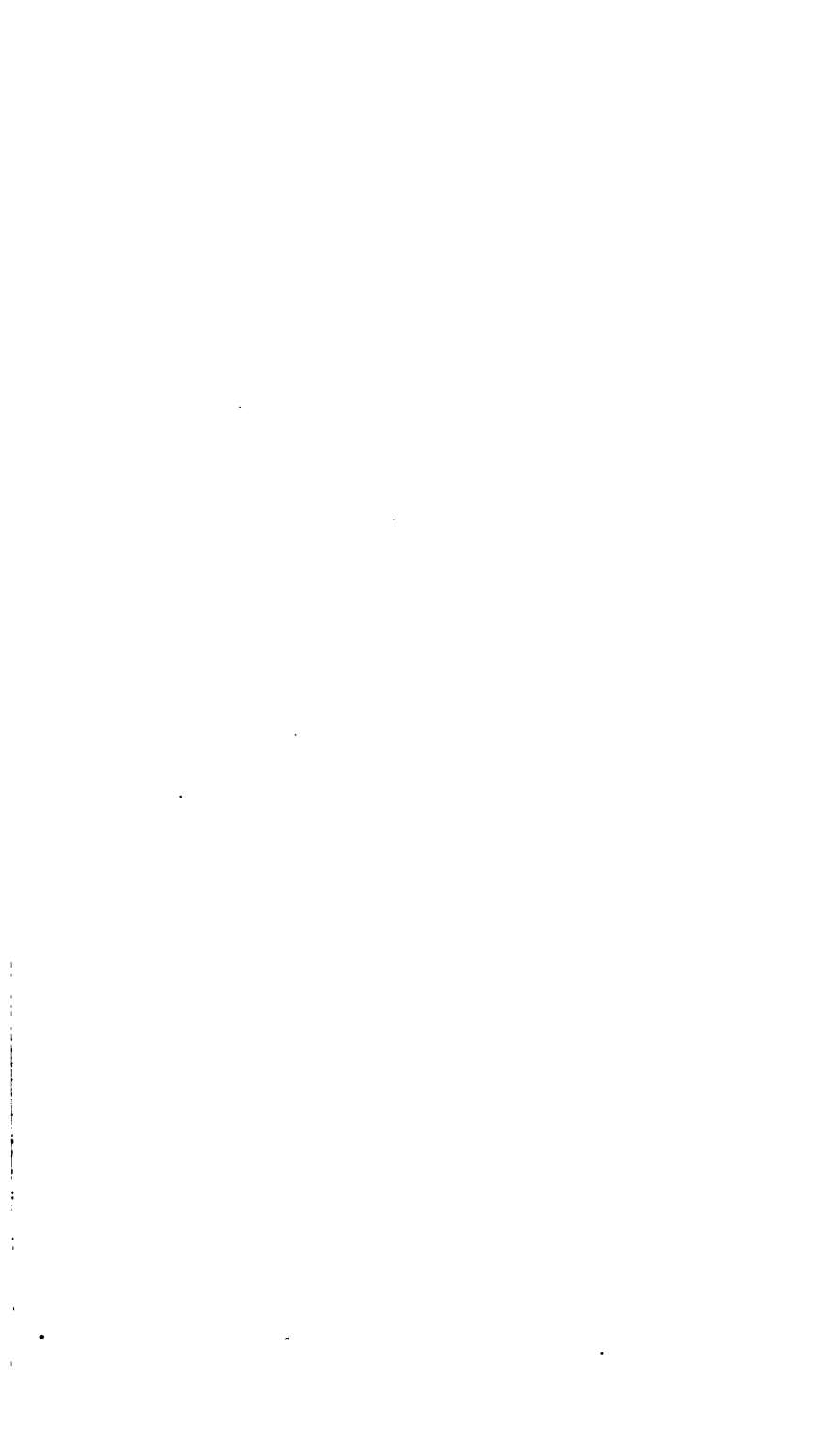
No dividends have been paid.

Sussex County, *ss*: Aaron Peck, the president of the Sussex Railroad Company, being duly sworn, on his oath, saith that the within statement is correct according to the best of his knowledge and belief.

A. PECK.

Sworn and subscribed at Newton, January 23, 1862, before me.

DAVID THOMPSON, *M. C.*



R E P O R T

OF THE

FLEMINGTON RAILROAD AND TRANSPORTATION CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

FOR THE YEAR 1861, AND ENDING JANUARY 1, 1862.

The capital stock of this company paid is.....	\$150,011 00
The funded debt is	93,100 00
Other indebtedness.....	91,673 66
Cost of road.....	287,086 74

THE RECEIPTS FROM THE BUSINESS OF THE ROAD.

From passengers.....	5,012 73
Freight, including coal.....	5,837 21
From the mails.....	750 00

	<u>\$11,599 94</u>
Expenses of working road, including salaries, etc.....	12,838 95

No dividends have been declared.

No person has been injured on the road during the past year.

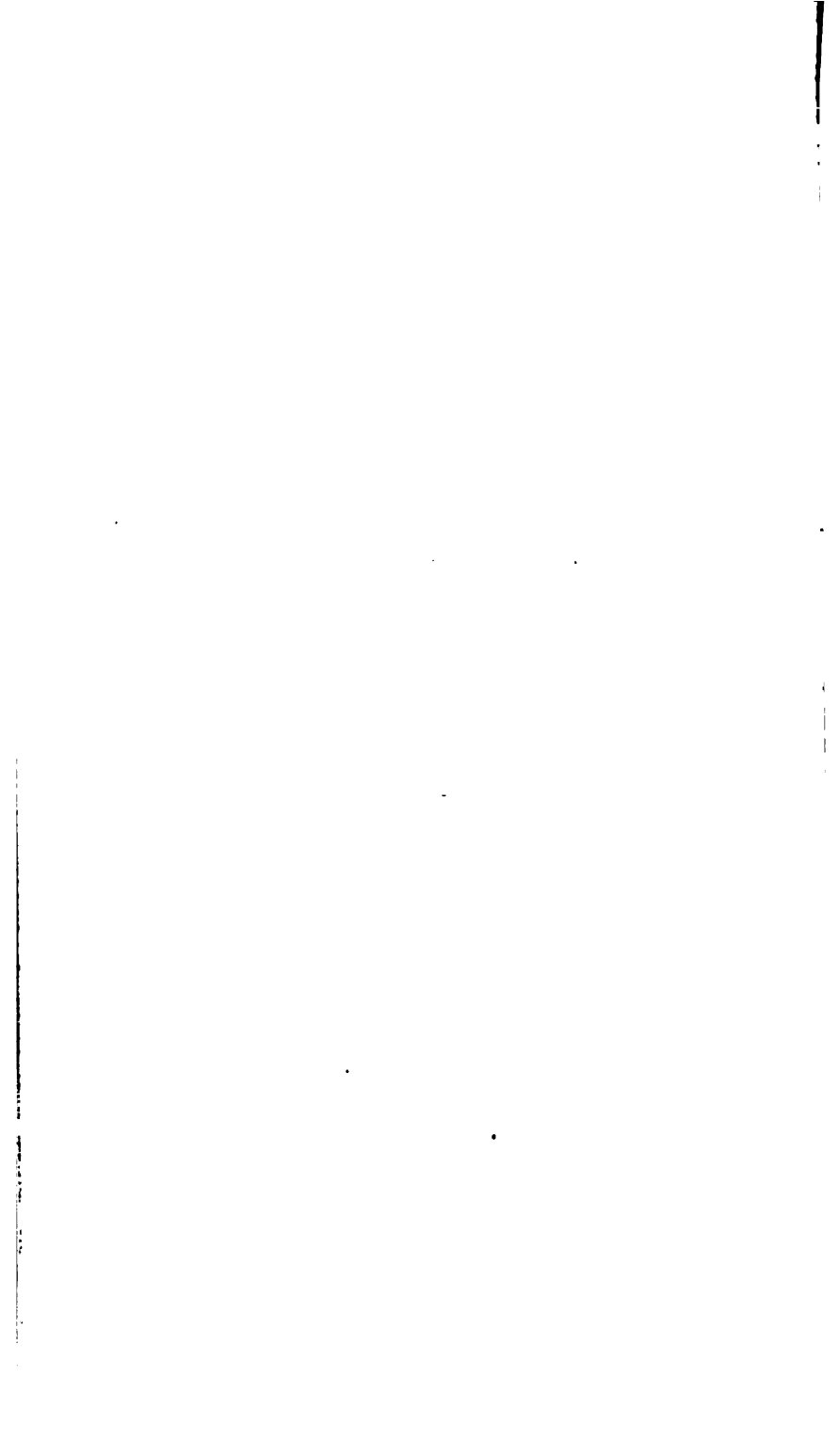
The road has been worked by the Belvidere Delaware Railroad Company.

State of New Jersey, Hunterdon County, ss: Charles Bartles, president of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath, saith that the foregoing statement and report are just and true, according to the best of his knowledge, information and belief.

C. BARTLES.

Sworn and subscribed before me this 28th day of January, 1862,

MILLER KLINE,
Justice of the Peace.



REPORT

OF THE

HACKENSACK & NEW YORK R. R. CO.

TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

The Hackensack and New York Railroad Company respectfully report, that their railroad, as contemplated by the charter authorizing its construction, was completed to its northern terminus, and opened for running from that point on the 24th day of December last.

That prior to that time, and while said road was in process of building, trains were put upon such part of the road as was completed, and passengers and freight were carried over the same.

Much of this running of the road was intimately connected with its construction, and the amount of receipts and expenditures over the whole time, properly belonging to the amount for running the road, cannot with certainty be stated—and, beside, it was supposed that the terms of the act requiring railroad companies to report yearly to the legislature did not apply to such temporary running of their road.

CAPITAL STOCK—INDEBTEDNESS AND COST OF ROAD.

Capital stock.....	\$70,000 00	
Less not paid.....	3,000 00	
	<hr/>	\$67,000 00
Mortgage bonds.....	\$40,000 00	
Less not issued.....	6,000 00	
	<hr/>	36,000 00
Unsecured debts about.....		7,000 00

Cost of main line.....	\$108,000 00
Cost of Lodi Branch for which stock is issued not included in the stock above stated, subject to a debt of about \$4,000.....	20,000 00
Making costs of main line and Lodi Branch to date about.....	128,000 00
Amount received from passengers and freight, and for carrying mails, about.....	15,700 00
Costs and expenses of running, about.....	15,200 00

ACCIDENTS.

A locomotive and passenger car, while upon the New York and Erie Railroad, ran into the draw on the Hackensack river; no injury to any person beyond a few scratches and bruises. Richard A. Doremus, conductor. Benjamin Carley, engineer. Conductor still in the employ of the company. Engineer not in this company's employ.
Dated, Hackensack, Jan. 1, 1862.

State of New Jersey, ss: Garret G. Ackerson, president of the Hackensack and New York Railroad Company, being duly sworn on his oath, saith that the foregoing statement is just and true to the best of his knowledge and belief.

G. G. ACKERSON,
President H. & N. Y. R. R. Co.

Sworn and subscribed before me this — day of January, A. D., 1862.

REPORT

OF THE

MILLVILLE & GLASSBORO' R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

SHOWING THE CONDITION OF THE COMPANY ON THE FIRST DAY OF JANUARY,
1862, AND THEIR OPERATIONS FOR THE YEAR 1861.

Length of road (miles).....	22 3-10
Length of siding (miles).....	75-100
Total length.....	23 5-100
Capital stock paid in is.....	\$154,117 54
Funded debt.....	30,000 00
Floating debt.....	5,881 02
	<hr/>
	\$189,998 56
Cost of road and equipments.....	190,422 06

RECEIPTS FOR BUSINESS DURING THE YEAR 1861.

For passengers and rent.....	\$8,053 98	
For freight.....	4,177 42	
	<hr/>	\$12,231 40
Expenses for working the road.....		8,910 87
		<hr/>
Salaries, etc.....		\$3,320 53
Paid interest on the debts of the company.....		2,159 19

No dividends have been paid.

No accidents have occurred.

State of New Jersey, Gloucester County, ss: Thomas H. Whitney, president of the Millville and Glassboro' Railroad Company, affirms and says that the written statements are true to the best of his knowledge and belief.

THOMAS H. WHITNEY, *President.*

Affirmed and subscribed before me at Glassboro', January 15, 1862.

LACY S. CAMPBELL,
Justice of the Peace.

ANNUAL REPORT

OF THE

BURLINGTON AND MOUNT HOLLY R. R. & TRANS. CO.

FOR THE YEAR 1861.

Report containing an account of the capital stock paid in, the amount of funded and other debts of said company, and the receipts and expenditures for working the road; also the receipts for passengers, freight, etc., for the year ending December 31st, 1861.

The capital stock actually paid in for 4,000 shares of stock, at \$25 per share.....	\$100,000 00
Borrowed on mortgaged bonds.....	20,000 00
	<hr/>
	\$120,000 00

The cost of the road, buildings, wharf locomotives, cars, etc.....	\$120,000 00
--	--------------

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad and Transportation Company, from January 1st to December 31st, 1861.

To amount received for passenger travel.....	\$13,412 25
“ “ “ freight.....	5,932 03
“ “ “ U. S. mail.....	200 00
“ “ “ rents.....	149 31
	<hr/>
	\$19,693 59

DISBURSEMENTS.

Paid for water.....	\$135 00
Running trains, etc.....	3,599 05

Dividends on capital stock.....	\$6,000 00	
Interest on bonds.....	1,080 00	
Repairs to road, etc.....	2,962 51	
Wood.....	1,437 22	
Locomotive.....	333 90	
Cars.....	454 09	
Ferriages.....	893 10	
Expenses.....	634 34	
Printing.....	152 88	
Oil.....	128 71	
		<hr/> \$17,810 80

State of New Jersey, ss: Personally appeared before me, Charles Bispham, who, being duly sworn according to law, depose and saith that he is president of the Burlington and Mount Holly Railroad and Transportation Company, and that the foregoing statement is true, to the best of his knowledge and belief.

CHARLES BISPHAM,

Sworn and subscribed before me, this 17th day of January, 1862.

C. H. HOLLINSHEAD, *M. C.*

REPORT

OF THE

WEST JERSEY RAILROAD COMPANY

FOR THE YEAR 1861.

In obedience to an act of assembly passed February 24, 1852, entitled "An act respecting annual reports to the legislature, of railroad and canal companies," the West Jersey Railroad presents the following report for the year 1861.

The capital stock paid in.....	\$556,379 43
Loan at 6 per cent.....	210,500 00
Floating debt.....	23,075 82
Cost of railroad and appendages.....	780,455 05
Receipts from passengers, etc., in 1861.....	34,801 76
Current expenditures for 1861....	17,645 47
Whole number of passengers carried during the year 1861.....	96,966½

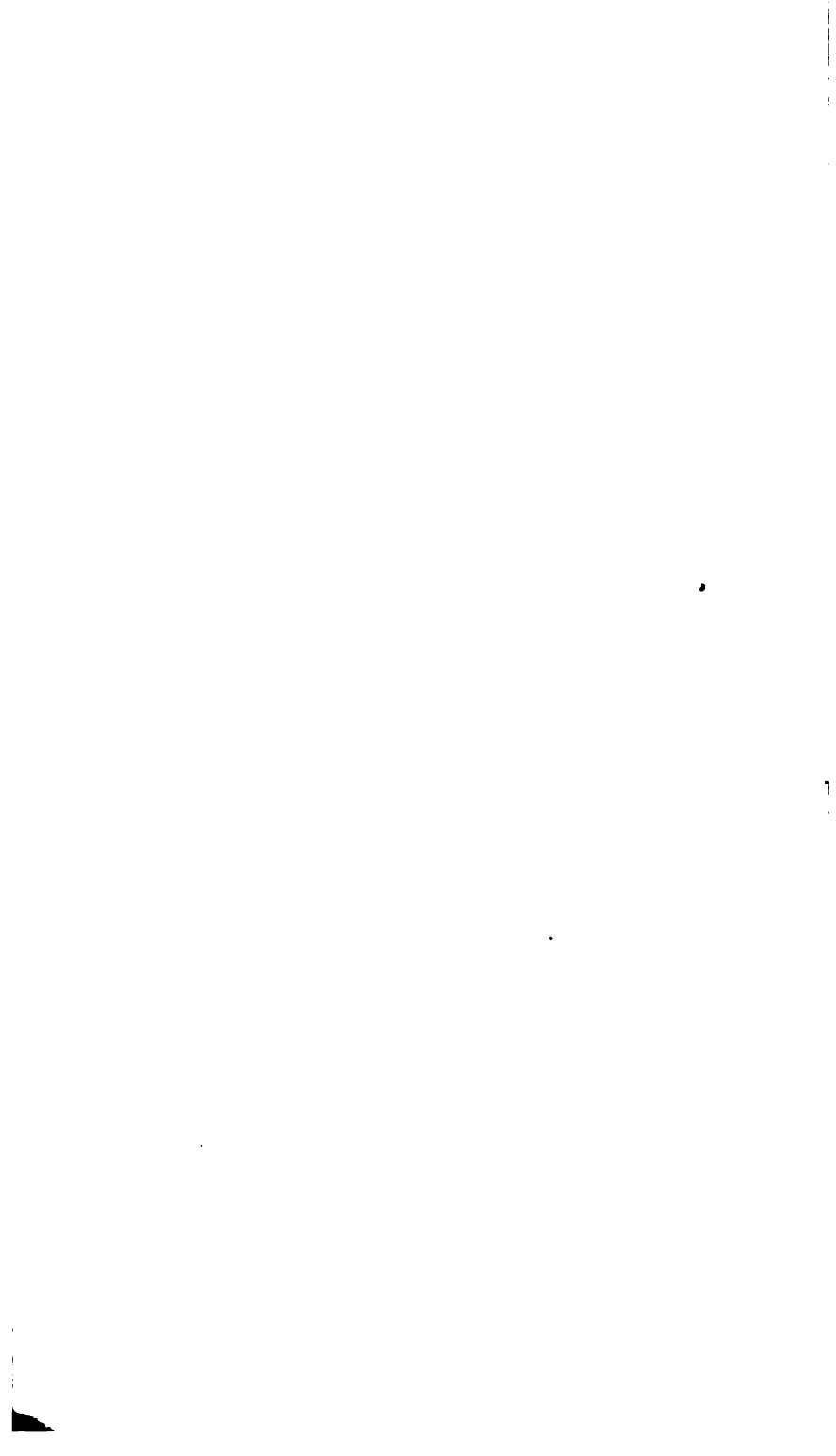
R. F. STOCKTON, *President.*

State of Pennsylvania, City and County of Philadelphia, ss: On the 23d day of January, A. D., 1862, before me, Henry S. Morris, a commissioner for the State of New Jersey, resident in Pennsylvania, duly appointed by the governor of the State of New Jersey to take acknowledgements, writs, affidavits, etc., personally appeared Robert F. Stockton, known to me to be the individual who has signed the foregoing statement, and he, having been duly sworn according to law, did depose and say that the foregoing statement is true to the best of his knowledge and belief, and that he is president of the West Jersey Railroad Company.

S. HENRY MORRIS,
Commissioner for New Jersey.

No accident has occurred during the past year on this road.

J. VAN RENSSSELLAER,
Superintendent.



REPORT

OF THE

WARREN RAILROAD COMPANY

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports of railroad and other companies," passed 22d of February, 1852, the Warren Railroad Company presents the following report of the condition of the affairs of the company up to the 1st of January, 1862 :

Capital stock issued and actually paid in.....	\$1,270,000 00
First mortgage bonds, due 1875, sold.....	600,000 00
Other indebtedness on the books.....	712 92
	<hr/>
	\$1,870,712 92

Which is the total cost thus far of the Warren Railroad, including lands for right of way, depot buildings, temporary track and expenditures on the Van Ness Gap Tunnel up to the above date.

EARNINGS OF THE ROAD FROM 1st JANUARY TO 31st DECEMBER, 1861.

Freight on coal.....	\$163,167 01
" " merchandise.....	43,794 29
Express business.....	1,531 27
Passenger fares.....	10,842 61
Transportation and mails.....	1,371 96
Telegraph earnings.....	119 98
	<hr/>
	\$220,827 12
Amount carried over.....	220,827 12

The running expenses of the road, including depot agents, telegraph, extra repairs, trestle work, etc., estimated at 52 per cent.....	\$114,830 10
Net earnings of the road.....	\$105,997 02

INTEREST PAID ON \$600,000.

First mortgage bonds.....	\$42,000 00
Amount applicable to paying a dividend on the capital stock of \$1,270,000 of the 5 per cent.....	63,500 00
	<hr/>
	\$105,500 00
Balance applicable to debts.....	497 02

No injury has occurred to any person on the trains during the year.

During the past year the company have expended on the Van Ness Gap Tunnel about \$130,000, having been engaged most of the time in working upon six faces simultaneously with night and day forces, assisted by two powerful steam engines. They now take pleasure in announcing that on the 7th of January inst., at 11:30 o'clock A.M., the heading was completed, and an opening effected, enabling a person, for the first time, to pass through the entire length of this great work, and that they are encouraged to hope that the whole will be completed, and the new line occupied by the regular trains on or before the 1st of May next. This tunnel was commenced in the year 1854, since which time, or during a period of about eight years, the work has been prosecuted with untiring industry. It is constructed for a double track, and is three thousand feet in length. The rock is of the hardest kind, so that at different points it has been impossible with a night and day force to progress more than twelve or fifteen feet on one face during the month. The tunnel, when completed, will reduce the present length of the road about three miles, will lessen the current expenses, and dispense with the relieving engines now used for assisting heavy trains over the high grades.

The Warren Railroad commences at a point on the west or Pennsylvania bank of the Delaware river, about five miles below the Delaware Water Gap, at the eastern terminus of the Delaware, Lackawanna and Western Railroad, and running from that point in nearly an easterly direction across the county of Warren, connects with the Central Railroad of New Jersey at New Hampton summit, a distance of eighteen and a half miles. When completed it will cost nearly two millions of dollars, which is over one hundred thousand dollars to the mile, making it one of the most, if not *the most*, expensive road, in proportion to its length, in the country.

The mountains of Warren, as well as her streams and valleys, run north and south, while the road runs east and west, thereby making it necessary, in order to bring the grade to twenty-one feet to the mile, in conformity to those of the New Jersey Central and the Delaware, Lackawanna and Western Railroads, its eastern and western connections, to construct two tunnels. The Van Ness Gap Tunnel,

1,000 feet long, three miles east of the crossing of the Delaware and Van Ness Gap Tunnel, 3,000 feet in length, through Oxford mountain, nine miles east of the Delaware; in all over three-fourths of a mile of tunnelling; to bridge the Delaware river, as well as to bridge every stream, and fill every valley and ravine from the Delaware to New Hampton. This road must ever be a link in a trunk line between the east and the west, while its connection with the Delaware, Lackawanna and Western Railroad, and the coal fields of Pennsylvania, will place it among the heaviest tonnage roads of the country. The mountainous regions of northern New Jersey are such that no east and west line of road of equally low grade can be constructed between this and the New York State line.

Finally, the company look anxiously forward to the time which must speedily follow its completion, when fair dividends will be earned for the stockholders, and a revenue accrue to the state.

All of which is respectfully submitted.

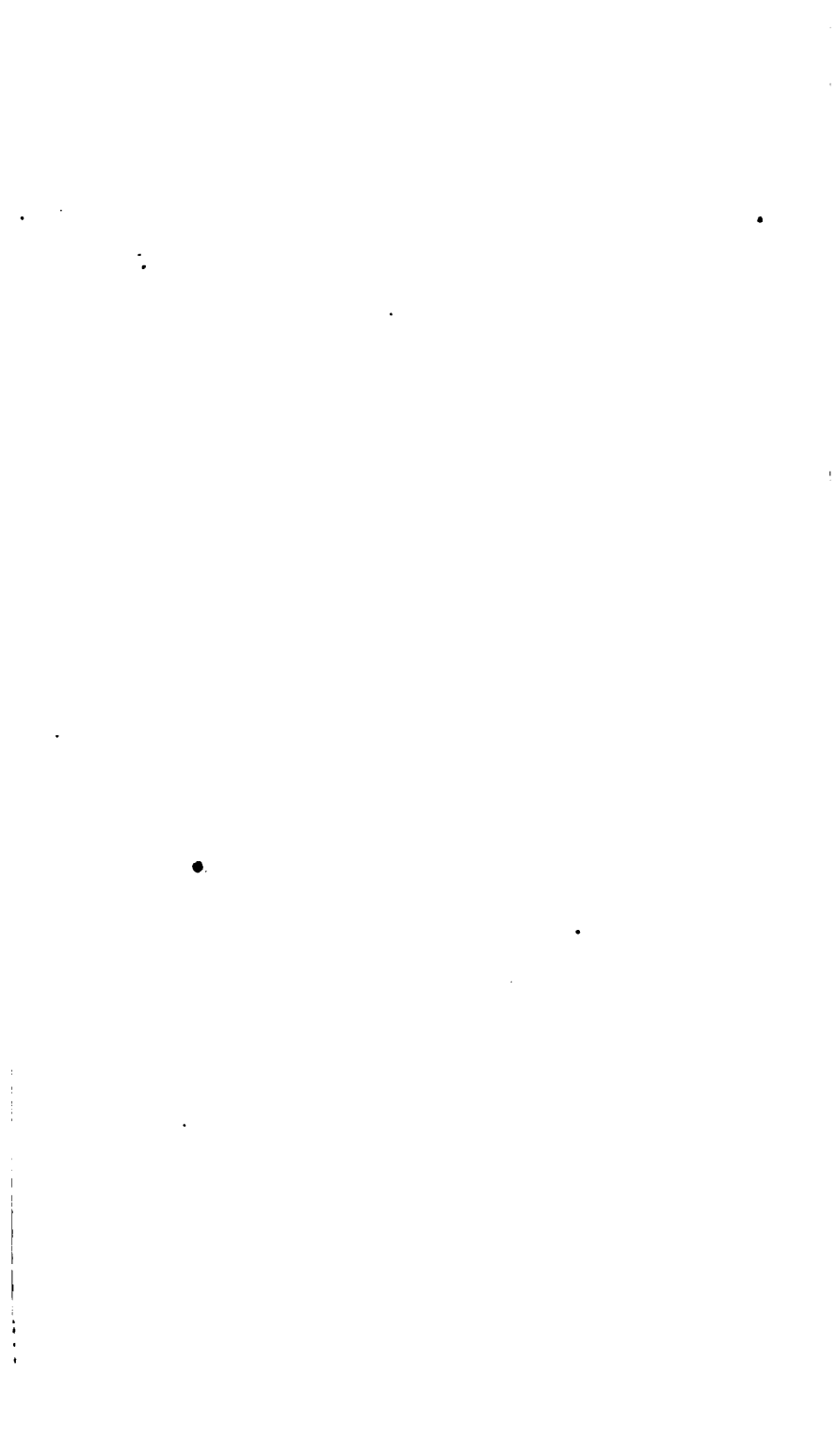
JOHN I. BLAIR,
President W. R. R. Co.

State of New Jersey, Warren County, ss: John I. Blair, of full age, being duly sworn upon his oath, saith that the facts, matters and things set forth in the above report, which is signed by him, are true in all things, to the best of his knowledge and belief.

JOHN I. BLAIR,

Sworn and subscribed before me at Blairstown, N. J., this 25th day of January, A. D., 1862.

MARSHAL HUNT, *M. C.*



REPORT

OF THE

FREEHOLD & JAMESBURG AGRICULTURAL R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In compliance with an act of the Legislature "respecting reports of railroads and other companies," the Freehold and Jamesburg Agricultural Railroad Company submit their annual report for the year 1861.

Capital stock paid in.....	\$230,844 80
Cost of road and equipments	231,173 96

RECEIPTS.

Passengers.....	\$12,074 05
Freight.....	19,042 95
U. S. mail.....	572 00

\$31,689 00

The expenses for working the road, including repairs, maintenance of way, motive power and contingencies	\$21,487 85
---	-------------

Balance net earnings.....	\$10,201 15
Interest received.....	145 00
Dividends paid in cash.....	12,672 00

Passengers transported.....	46,423
Tons of freight.....	24,268
Miles run by passenger trains.....	15,906
Miles run by freight trains.....	5,934

State of New Jersey, ss : Personally appeared before me, the subscriber, one of the Masters in the Court of Chancery of said state, William D. Davis, president of the Freehold and Jamesburg Agricultural Railroad Company, who, being duly sworn, doth declare that the foregoing report is true according to the best of his knowledge and belief.

W. D. DAVIS.

Sworn and subscribed before me, at Freehold, this 30th day of January, A. D., 1862.

CHARLES A. BENNETT, *M. C.*

ANNUAL REPORT

OF THE

NEWARK & BLOOMFIELD R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Report showing the condition of the company on the 1st day of January, 1862, and their operations for the year 1861.

Amount of capital stock paid in.....	\$103,950 00
Cost of road and its appendages to date.....	110,098 47
Income from passengers, freight, etc....	16,736 65
Paid for maintenance of way, general repairs and contingencies.....	13,359 80

One dividend of three per cent. on the capital stock of the company has been paid, amounting to..... 3,108 00

There have been transported on the road during the year, eighty-eight thousand five hundred and twenty-nine passengers, exclusive of commuters and those who ride free, as follow :

Between Newark and Roseville.....	3,761
“ “ “ Bloomfield.....	51,822
“ “ “ West Bloomfield.....	28,955
W: 7 Passengers.....	3,991

Total.....	88,529
The number of miles run during the year is.....	21,982
No accident or casualty of any kind has occurred.	

IRA DODD,
President.

New Jersey, Essex County, ss : Ira Dodd, president above named, being duly sworn, on his oath, saith that the facts, matters and things in the foregoing statement and report contained, are true to the best of his knowledge and belief.

IRA DODD.

Sworn and subscribed before me, this 24th day of January, 1862.

ABRAM G. SAYRE, *M. C.*

ANNUAL REPORT

OF THE

NORTHERN RAILROAD COMPANY OF NEW JERSEY

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Capital stock.....	\$156,800 00
Funded debt, bonds.....	200,000 00
Floating debt.....	60,785 73
" unadjusted (estimated).....	10,000 00
Cost of road and equipments.....	411,929 16

RECEIPTS (YEAR ENDING SEPTEMBER 30, 1861).

From passengers and com.....	\$54,161 64	
" freight.....	35,087 68	
" mails and other sources.....	1,555 09	
	<hr/>	\$90,804 41

EXPENSES—SAME TIME.

Operating.....	\$65,589 35
Terminal.....	14,461 14.
Passengers carried.....	131,867½
Freight carried.....	10,425
Miles run by trains.....	68,421

ACCIDENTS.

On the 3d of May, 1861, an unknown man was found dead under a bridge. He was a German, aged about thirty-five years, and is supposed to have been killed by a train at night.

Dividends—none.

THOS. H. HERRING, *President.*

Dated, December 31, 1861.

State of New Jersey, Hudson County, ss: Thomas H. Herring, president of the Northern Railroad Company of New Jersey, being duly sworn according to law, on his oath, saith that the foregoing statement is true to the best of his knowledge and belief.

THOS. H. HERRING.

Sworn and subscribed the 3d day of January, A. D., 1861, before me at Jersey City, N. J.

CHAS. H. VOORHIES, *M. C.*

REPORT

OF THE

PATERSON AND HUDSON RIVER RAILROAD COMPANY

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The president of the Paterson and Hudson River Railroad Company respectfully reports—

That the capital stock of the said company is now..... \$630,000 00

The cost of said road, including land, depot buildings and appurtenances is..... 630,000 00

There is no funded debt of this company.

The rent of the road is per annum..... 53,400 00

Two dividends of four per cent. each, amounting to.... 50,400 00

This road being now under lease to and managed by another company, sanctioned by the Legislature of this state, this company has no other knowledge of the matters required than the above statement.

All of which is respectfully submitted.

ROBERT BAYARD.

Dated January 6, 1862.

Sworn to before me this 7th day of January, 1862.

JAMES BULL, *Notary Public.*

Report of accidents on the Paterson and Hudson River, and Paterson and Ramapo Railroads for the year ending September 30th, 1861.

October 13th, 1860.—James Reynolds was struck on the track near
Su rn by engine, and died next day.

October 16th.— — Welsh, killed instantly at Ramapo. Got on
tr between two cars, and was thrown off when train stopped.

December 2d.—John Colbert had his leg broken at Paterson, while attempting to jump off the cars. Died February 16th, 1862.

February 20th, 1861.—Jacob Arndt, head taken off and body mutilated, while walking on track at Paterson.

May 7th.—John Rice, killed at Passaic. Was lying on the track and not observed until the engine was within a few yards of him.

June 16th.—Rev. Daniel Kelly, left arm broken above the elbow. Jumped off train when it was passing Passaic station. Will recover.

July 28th.—Charles Coons, killed at Jersey City. In assisting to move some heavy timbers, was struck on the head by a large stick.

The receiver of the New York and Erie Railroad Company has operated during the past year, the roads of the Paterson and Hudson River Railroad Company, and the Paterson and Ramapo Railroad Company, under the lease made by said companies in connection with the New York and Erie Railroad Company, and has repaired and maintained said roads, and furnished all the motive power used thereon. And the particulars of such operations and expenditures have been kept as part of the general accounts of the receiver of said company, and cannot be more particularly specified by him, as applicable exclusively to said roads.

City and county of New York, ss : Nathaniel Marsh, receiver of the New York and Erie Railroad Company, being duly sworn, deposeth and says that the above report is true and correct to the best of his knowledge and belief.

NATHANIEL MARSH.

Sworn before me this 30th day of January, 1862.

J. D. WHITE, *Com. of Deeds of N. Y.*

ANNUAL REPORTS

OF THE

Railroad and Canal Companies,

OF THE

STATE OF NEW JERSEY,

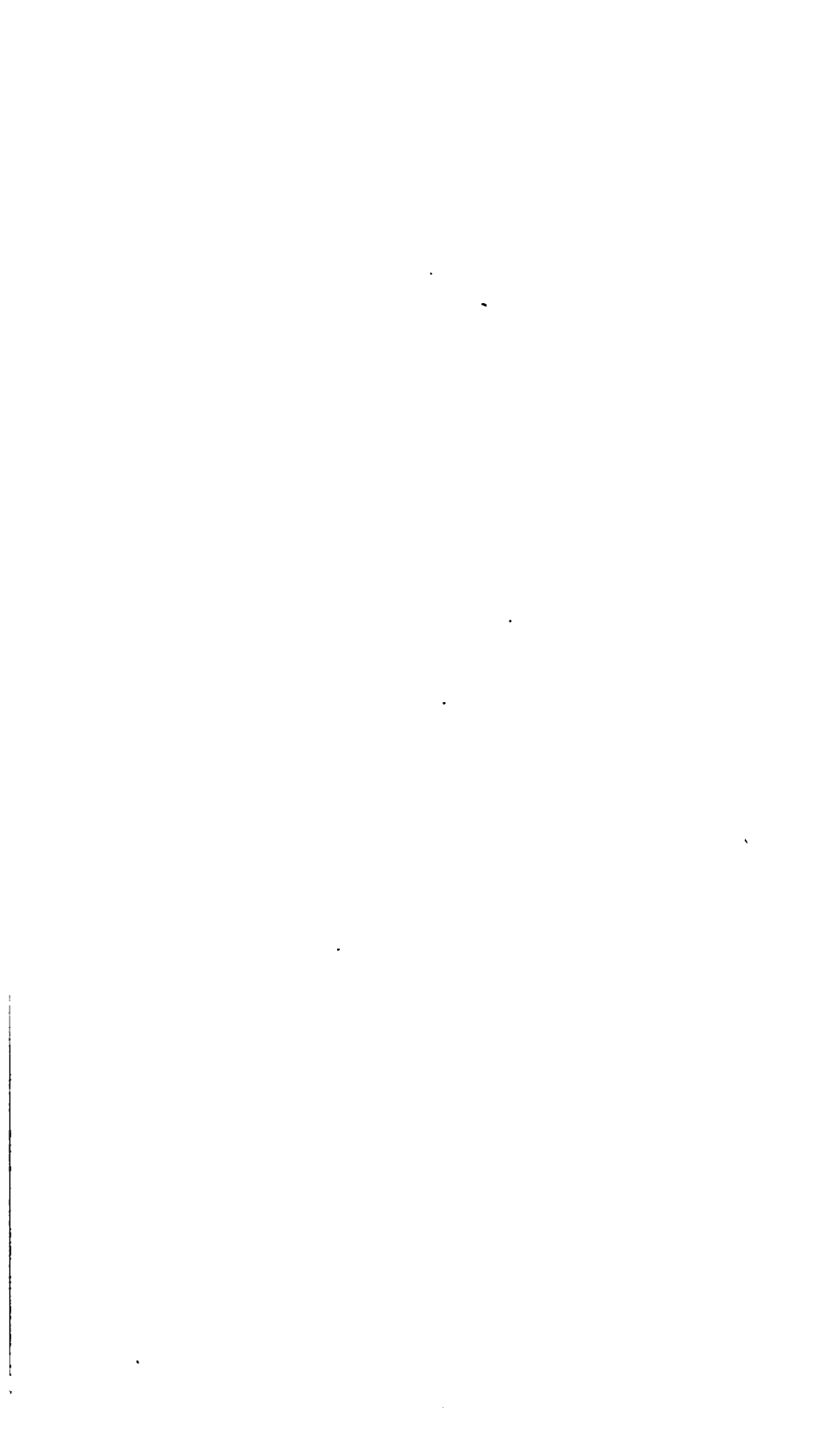
FOR THE YEAR 1862.



TRENTON, N. J.:

PRINTED BY DAVID NAAR, "TRUE AMERICAN" OFFICE.

1863.



R E P O R T
OF THE
DELAWARE AND RARITAN CANAL CO.
AND THE
CAMDEN AND AMBOY RAILROAD AND TRANSPOR-
TATION COMPANY,
FOR THE YEAR 1862,
TO THE LEGISLATURE OF THE STATE OF NEW JERSEY.

In compliance with the act of the Legislature of New Jersey, approved February 24th, 1852, and a supplement approved March 11th, 1853, the Delaware and Raritan Canal Company, and the Camden and Amboy Railroad and Transportation Company, report:

The capital stock paid in of the Delaware and Raritan	
Canal Company was,	\$1,500,000 00
Added by authority of the Legislature,	798,400 00
	<hr/> \$2,298,400 00
The capital stock paid in of the Camden and Amboy	
Railroad and Transportation Company was,	\$1,500,000 00
Added by authority of the Legislature,	1,210,800 00
	<hr/> \$2,710,800 00

The funded debts of the Joint Companies are—

1st. An English debt, including three separate loans, now merged, to be extinguished by a sinking fund; extinction complete 1880. Interest six per cent. Outstanding, £453,083 6s. 8d., stlg., at \$4 84,	\$2,192,923 00
2d. A converted sterling loan, due 1863, now being redeemed, originally for £185,500; five hundred pounds not converted; interest five per cent. Outstanding,	798,200 00
3d. American loan, due 1864; interest six per cent; originally \$800,000. Outstanding,	762,000 00
4th. Extra dividend loan, due 1864; interest six per cent.; originally \$367,000. Outstanding,	334,458 00
5th. A loan of \$500,000, due 1867; interest six per cent. Outstanding,	500,000 00
6th. Loan of 1870, for \$800,000; interest six per cent. Outstanding,	790,600 00
7th. Loan of 1875, for \$675,000; interest six per cent. Outstanding,	675,000 00
8th. Loan of 1883, for \$1,700,000; interest six per cent. Outstanding,	1,700,000 00
9th. Loan of 1889, \$2,500,000; interest six per cent. What has not been issued, burnt by a committee of the Joint Board. Outstanding,	867,000 00
Outstanding debt,	<u>\$8,620,181 00</u>

The Joint Companies have authorized and intend to issue a consolidated mortgage loan for five millions of dollars, to take the place of part of the above loans as they become due, and have arranged for the redemption of the bonds of 1863, and a large proportion of the bonds of 1864, by the delivery of the bonds of the consolidated loan, for which the companies receive a premium.

On the 28th day of January, 1863, in the presence of the trustees of the consolidated loan, a committee of the Joint Board of Directors burned all the bonds unissued, and also those purchased by the companies, which were then on hand at par, amounting to \$1,930,143 00.

The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the Delaware and Raritan Canal and appurtenances is \$3,971,080 05.

The cost of the Camden and Amboy Railroad and equipments is \$6,070,232 83.

The receipts of the Delaware and Raritan Canal Company for twelve months, ending December 31, 1862, \$517,655 63
Expenses, 172,091 80

Current net,

\$345,568 83

The receipts of the Camden and Amboy Railroad and Transportation Company for the twelve months ending December 31, 1862,	\$2,523,492 72
Expenses,	1,140,508 28
Current net,	\$1,382,984 44

Dividends of ten per cent. on the capital stock of the Joint Companies have been paid in cash during the year.

State of New Jersey, ss: Before me, a master of the court of chancery of the State of New Jersey, personally appeared Robert F. Stockton, president of the Delaware and Raritan Canal Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true, according to the best of his knowledge and belief.

R. F. STOCKTON.

Sworn and subscribed before me this second day of February, in the year of our Lord one thousand eight hundred and sixty-three.

R. F. STOCKTON, Jr., *M. C.*

State of New Jersey, ss: Before me, Lewis Perrine, one of the masters in the court of chancery of New Jersey, personally appeared Edwin A. Stevens, president of the Camden and Amboy Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge and belief.

E. A. STEVENS.

Sworn and subscribed before me this 31st day of January, 1863.

L. PERRINE, *M. C.*

Reports of accidents that have occurred on the Camden and Amboy Railroad and Branches during the year 1862, with the names of the parties injured, and the causes thereof:

January 18—William Cole, train guard of the 2 P. M. line from New York, had his foot injured at Hammill's Summit, in consequence of the train getting off the track. William Cows, conductor; Abner Houston, engineer. Both still in service.

February 6—A United States marine, named Charles Sweeney, jumped off the 6 A. M. train from Philadelphia, when between Cranberry and Prospect Plains; his skull was badly fractured, and death ensued. C. F. Brown, conductor; John Sexton, engineer. Retained in service.

March 7.—William Stewart, brakeman on an extra freight train, was caught between the cars at South Amboy, and injured so badly as to cause death.

April 6.—Charles Pyne, conductor of an extra freight train, in

attempting to get on the top of a car, was struck by Cubberly's bridge, and died from the effect of his injuries. James Watson, engineer. Still employed.

April 28.—A small boy, named Anthony Mazee, got on a sleeper train just as it was leaving Trenton, and when about 200 yards from the station he jumped off and fell under the wheels, which resulted in his death. George Taylor, engineer. Still employed.

May 18.—As the 1 A. M. freight train was leaving Newtown it struck a man named Robert Chalice, and injured his foot; the man seemed to be in liquor. Charles Ellis, conductor; Albert Herbert, engineer. Both still employed.

May 12.—The engine of the 10 A. M. train from New York, *via* New Brunswick, came in contact with a wagon on the crossing half a mile from the upper end of double track, breaking the vehicle and bruising Peter Stevenson. Samuel Dickinson, conductor; John Anderson, engineer. Both still employed.

May 30.—An unknown man was run over between Beverly and Burlington by the 6 A. M. train from Philadelphia, and instantly killed; he was walking on the track immediately toward the engine; the train could not be stopped in time to save him. Charles Atkinson, conductor; Abner Houston, engineer. Both retained.

May 23.—An insane woman, named Catharine Ann Mintrum, was struck by the engine of the South Amboy and Trenton way train, near South Amboy, and seriously injured. A. S. Rum, conductor; George Thomas, engineer. Both still in service.

June 23.—The Bordentown express train, when about one mile above Burlington, struck a man named Samuel Cook; the train was stopped, and the man found on the pilot, with limbs uninjured. John I. Maxwell, conductor; John Maulsbury, engineer. Both still employed.

June 28.—Patrick Kennedy, a road laborer, jumped off the 4 P. M. train from Philadelphia near Dean's Pond, and was so badly injured by being run over as to cause death. Wm. Cows, conductor; John Anderson, engineer. Both still employed.

June 26.—George E. Smith and Hosea S. Packard, two United States soldiers, came to their death in consequence of a troop train being thrown from the track about one and a half miles from Trenton. Staten Jefferies, conductor; John Maulsbury, engineer. Both still employed.

July 28.—A man named David Anderson was injured at Trenton station, while attempting to get on the 8 A. M. way train while it was in motion; his injuries produced death. Andrew Quintin, conductor; George Scott, engineer. Both retained in service.

August 13.—As the 12:30 P. M. train from Philadelphia was passing through Progress, a small child came near to the track and fell; the engine struck and cut its head severely. S. Greenleaf, conductor; James Capner, engineer. Both still employed.

September 6.—An unknown boy crept under a crate on the peach

train, for the purpose of securing a free passage; upon removing the crate he was found to be dead. I. A. Davis, conductor; G. Disbrow, engineer. Both still retained in the service.

September 13.—As the 6 P. M. train was leaving New Brunswick for Philadelphia, a boy named Arthur McCormick (who was selling peaches contrary to orders) fell under the cars in attempting to jump off, and was so badly mutilated as to cause death in a short time. J. H. Hibbs, conductor; John Cobson, engineer. Both retained in service.

October 9.—An Irishman named Thomas Harney, walking alongside of the track between Trenton and Bordentown, when a way train arrived within 15 feet of him, stepped within the rails, and was struck by the engine; he was thrown clear of the track and injured in the back and leg. George P. Smith, conductor; Robert Provost, engineer. Both still employed.

October 16.—Charles Jounce, an apple pedler of New Brunswick, was found dead upon the 6 o'clock P. M. train from New York; it is supposed that he got upon the top of the car to avoid detection, and was struck by the hose of the four-mile tank. Wm. Cows, conductor; Wm. Burton, engineer. Both still employed.

October 29.—John Johnston, a brakeman employed upon the 1 P. M. accommodation train from New York, was caught between the cars at Camden while engaged in coupling them, and was so injured as to cause death.

November 1.—A switchman at Princeton, by the name of McDade, fell into the canal at night, and was drowned.

December 5.—Alice Doyle, a resident of Beverly, jumped off the 10 A. M. train from New York at Beverly station, and broke her leg; the accident occurred after the regular stop had been made and the train started. J. H. Hibbs, conductor; John Anderson, engineer. Both still in service.

December 6.—A brakeman named Thomas Ward, in attempting to get upon the pilot of engine No. 40 at Bordentown, while backing off the turnout, slipped and was dragged over the switch, and had his leg so badly injured as to require amputation. John Maulsbury, engineer. Retained in service.

December 6.—As the 4:30 P. M. train from Amboy was rounding a curve about six miles from that place, a man named Allen Powell was discovered lying on the ground with his legs on the rail; before the train could be stopped, it ran over and injured him so seriously as to cause death. G. L. Everett, conductor; George Thomas, engineer. Both still in service.

December 19.—The train guard on the 1 o'clock A. M. freight train fell from his place, and was instantly killed; his name was C. Potts. G. Fager, conductor; Jacob Sprague, engineer. Both retained in service.

December 31.—A boy named — Pillings, fell or jumped off the

Bordentown express train down at Cooper's Creek bridge, and received such injuries as to cause his death the same day. J. I. Maxwell, conductor ; E. Perry, engineer. Both still in service.

R. S. VAN RENSSELAER,
Superintendent.

ANNUAL REPORT

OF THE

N. J. RAILROAD & TRANSPORTATION COMPANY

TO THE

LEGISLATURE OF NEW JERSEY, FOR 1862.

In obedience to the act passed February 24th, 1852, entitled "an act respecting annual reports to the Legislature, of railroad and other companies," the New Jersey Railroad and Transportation Company present the following report:

January 1st, 1863.

Capital stock,	\$4,397,800 00
Funded debt, including \$485,000, the cost of the property and privileges purchased of the Associates of the Jersey Company,	678,000 00
Profit and loss, being surplus earnings expended in payment of the property, and cash stated below,	\$436,312 88
Less paid for relaying road with new rails, and other improvements,	86,296 11
	<hr/> 400,016 77
Dividend 1st January, payable 1st February, 1863,	219,887 50
	<hr/> \$5,695,704 27

COST OF RAILROAD AND EQUIPMENTS.

For graduations and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engines and car houses, workshops, machinery and fixtures, engineering, land and land damages,	\$3,583,950 90
Locomotives, tenders and snow plows,	168,175 09
Cars (passengers, freight and baggage),	229,203 36

PROPERTY, VIZ.

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, including the property and privileges purchased of the Jersey Associates for \$485,000,	\$1,397,974 41	
Cash in bank and cash items on demand,	316,400 51	
	<hr/>	1,714,374 92
		<hr/>
		\$5,695,704 27

RECEIPTS.

From passengers,	\$793,814 72	
From freight,	110,892 94	
United States mail, rents, express, freight and other sources,	206,879 09	
	<hr/>	1,111,086 75

EXPENSES.

Maintaining railroad, bridges and buildings,	\$76,628 06	
Repairs of locomotives, cars and machinery,	67,818 82	
Fuel, cost and labor in preparing,	79,129 78	
Operating the road and transporting passengers and freight,	224,499 31	
Office expenses, salaries and contingencies,	10,891 46	
	<hr/>	458,962 43
		<hr/>
		\$652,124 32

Interest on bonds,	\$41,050 00	
Transit duty on passengers and freight,	22,818 73	
Tax on capital stock,	21,989 00	
Government tax,	14,617 79	
Dividends in cash, August and February,	439,770 00	
Profit and loss to surplus earnings,	111,878 80	
	<hr/>	\$652,124 32

Operations of the Company during the year 1862.—The number of passengers, and tons of goods, wares and merchandise transported over the New Jersey Railroad during the year 1862:

PASSENGERS.

Passing over the whole line of the road,	432,711½	
Between Jersey City and Newark,	1,245,730	
Between Jersey City and Elizabeth,	247,020½	
Between Jersey City and Rahway,	67,244	
Between Jersey City, Uniontown and Metuchin,	8,289	
Between Jersey City and New Brunswick,	90,736	
Between all intermediate places,	302,894	
	<hr/>	2,394,625

Total, two million three hundred and ninety-four thousand six hundred and twenty-five, not including commuters and free passengers.

GOODS, WARES AND MERCHANDISE.

	Tons.	
Passing over the whole line of the road,	4,202½	
Between Jersey City and Newark,	49,660	
Between Jersey City and Elizabeth,	3,935	
Between Jersey City and Rahway,	3,546	
Between Jersey City and New Brunswick,	8,539	
Between all intermediate places,	40,333	
	<hr/>	110,215½

Total, one hundred and ten thousand two hundred and fifteen and one-half tons.

Number of miles run by passenger, freight and other trains, 512,349.

H. J. SOUTHMAYD,
Treasurer.

State of New Jersey, Essex county, ss: Personally appeared before me, the subscriber, on this 26th day of January, A. D. 1863, John S. Darcy, who being duly sworn according to law, on his oath deposeth and says, that he is the president of the New Jersey Railroad and Transportation Company, and that the foregoing report made by said company is correct and true.

JOHN S. DARCY,
President N. J. R. R & T. Co.

Sworn to and subscribed this 26th day of January, A. D. 1863, before me,

C. S. ZIEGLER,
Master in Chancery N. J.

Report of accidents having occurred during the year eighteen hundred and sixty-two, on the New Jersey Railroad, and the cause of the same, and the names of the persons injured, and the extent of their injuries; also the names of the engineers and conductors under whose management such accidents occurred, and whether such engineers and conductors are still retained in the employ of the company.

March 4.—Mr. Ellis Daniels, of Metuchin, was struck by the engine of the 4 P. M. train from New York, while attempting to cross the track ahead of the engine, and killed. The engine was run by John Painter; conductor John Hadden. Still in the employ of the company.

April 5.—As the New Brunswick train was approaching Uniontown, an unknown man was walking on the track; the whistle was blown and brakes applied, but the train could not be stopped in time to save him, he was killed—his name not ascertained. Amos McDonald, conductor; John McGrady, engineer. Still in the employ of the company.

May 23.—Matthew Baylan, of Newark, was killed on attempting to cross the track at Kinney street; he was warned of the approach of the 1.40 Central train; he was intoxicated at the time, consequently was killed. Isaac VanPelt, conductor; R. Bailey, engineer. Still in the employ of the company.

June 23.—A soldier, named Daniel McElray, in attempting to jump on the 6 P. M. Philadelphia train, as it was leaving Jersey City, fell and had his foot crushed; he was taken to the hospital in New York, died soon after. William Coulter, conductor.

July 6.—As the evening train from New Brunswick, due at Market street, Newark, at 9.30 P. M., while coming up the avenue at South Broad street, the engine Remsen ran over a cow lying upon the track. The engine was upset, and the following persons injured by the accident: Ralph Page, engineer, scalded; William Page, fireman, scalded, and since died; John Bears, of Boston, slightly injured; William Heath, slightly injured; John Haley, slightly injured; John Rolan,

slightly injured; William Langshaw, fingers injured; Lewis Hartman, ankle sprained; W. L. Waterman, hand bruised; Louis Schwartz, leg hurt; a woman, name unknown, leg scratched; William Henry Daff, killed by jumping from the car while in motion. B. F. Phelps, conductor; Ralph Page, engineer. Still in the employ of the company.

August 2.—Patience Loyd, (colored,) was struck by the frame of the engine of the Philadelphia train, while walking on the track, near Uniontown, and slightly injured. William Coulter, conductor; Geo. Gillen, engineer. Both in the employ of the company.

August 20.—An old man, name unknown, was killed at East Newark, having jumped from an out train while in motion upon the track, not noticing an approaching train. Every effort was made to notify him, but the accident could not be avoided. C. Arguit, conductor.

September 4.—A little girl, named Margaret Kennedy, had her foot cut off at Jersey City, while walking on the track and attempting to get on while the train was in motion.

September 10.—A woman, named Rosanna Byrnes, was instantly killed near "Bay Way," Elizabeth, by the evening train, while walking on the track; she was in company with two others; the three were intoxicated. C. Arguit, conductor; George Moore, engineer. Still in the employ of the company.

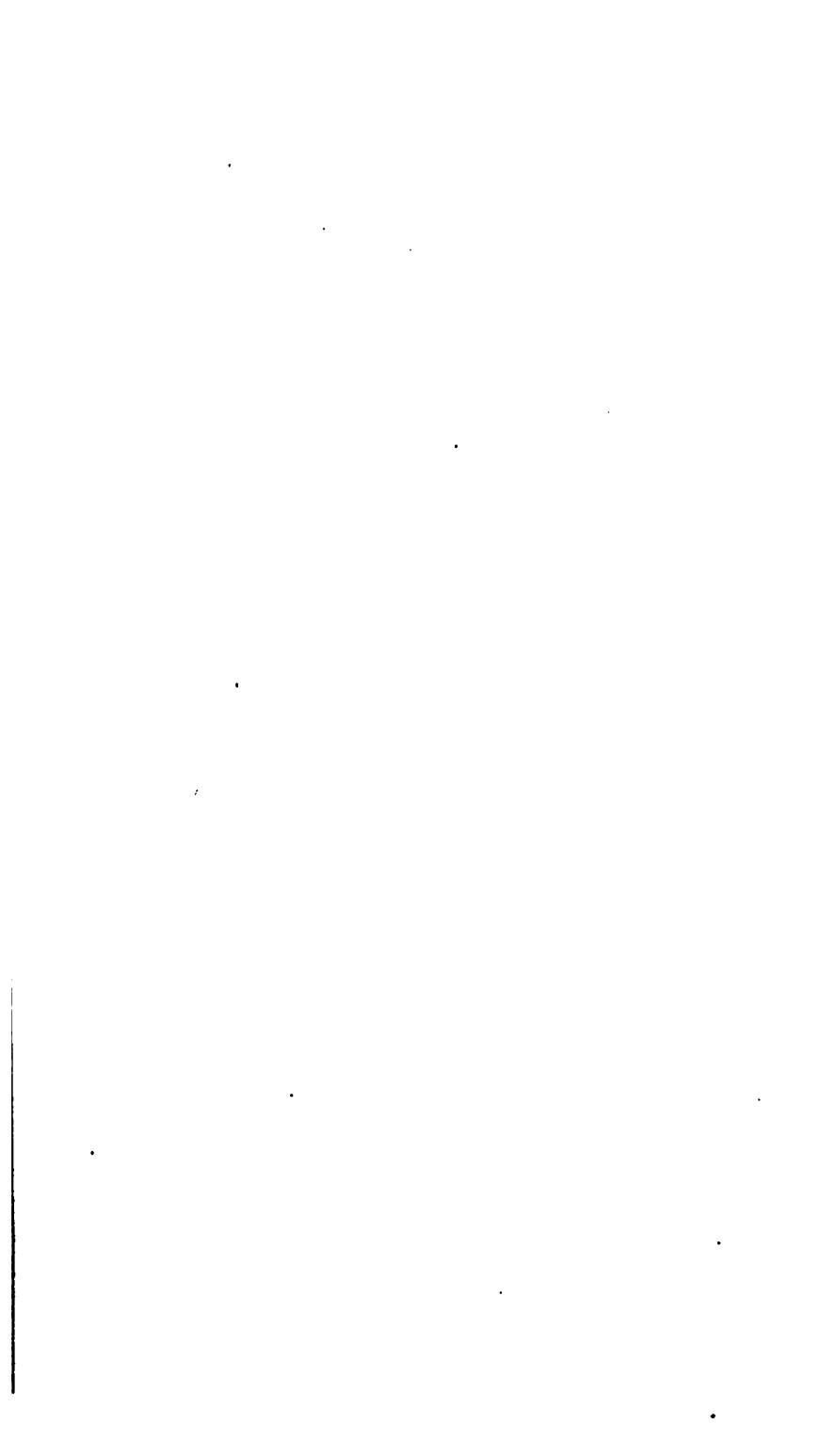
September 13.—A news boy, named Arthur Jones, was killed at Rahway, in attempting to jump on the New Brunswick train while in motion. Isaac VanPelt, conductor; R. Bailey, engineer. Still in the employ of the company.

October 25.—A soldier belonging to the Twenty-sixth Regiment, was struck by an engine near East Newark, while attempting to run across the track; had his leg injured; he was taken to the hospital at Newark. I. Counsellor, conductor; engineer, Garrabrant. Still in the employ of the company.

December 2.—Henry Newman was killed near Chestnut street, while attempting to cross the track while intoxicated. Ralph Page; engineer, I. Fernald, conductor. Still in the employ of the company.

I certify the foregoing to be a true transcript from the series of accidents sustained by the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,
Assistant Superintendent N. J. R. R.



REPORT

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY

TO THE

LEGISLATURE OF NEW JERSEY.

To the Legislature of the State of New Jersey:

In obedience to an act entitled "An act respecting annual reports to the Legislature, of railroad and other companies," passed February 24th, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st January, 1863.

Capital stock,		\$3,630,000 00	
First mortgage bonds,		1,400,000 00	
Second mortgage bonds,		600,000 00	
Quarterly dividend, 2½ per cent., due January 14th,		90,750 00	
Interest accrued, not yet due,		47,833 33	
Accounts payable,		320,433 47	
Balance to credit of renewal fund,		233,176 11	
		<hr/>	
		\$6,322,192 91	
Railroad,	\$4,480,896 79		
Land and wharves at Elizabethport,	302,355 32		
Station houses, shops, &c.,	132,000 00		
	<hr/>		
		4,915,252 11	
Engines,	\$320,000 00		
Cars,	286,541 94		
	<hr/>		
		606,541 94	

Ferry interest and boats,	\$217,050 00	
Other property, fuel, materials on hand, &c.,	455,062 60	672,112 60
		<hr/>
Cash and accounts receivable,		128,286 26
		<hr/>
		\$6,322,192 91

RECEIPTS AND EXPENSES FOR 1862.

Ordinary Receipts.

Passenger,	\$230,305 41	
Merchandise,	481,977 11	
Coal,	661,280 85	
Mail, express, rents, &c.,	24,023 25	
		<hr/>
		\$1,397,586 62

Ordinary Expenses.

Running expenses,	\$129,839 30	
Wood consumed,	62,767 63	
Coal consumed,	50,006 23	
Repairs of road,	126,351 93	
Repairs of engines,	38,816 51	
Repairs of cars,	25,277 66	
Repairs of buildings, bridges, &c.,	24,569 65	
Ferry expenses,	68,328 24	
Expense account,	25,521 16	
Miscellaneous expenses,	10,967 51	
Car service,	60,799 26	
		<hr/>
		623,245 06
		<hr/>
Balance net earnings,		\$774,341 56
Deduct interest account,	\$142,511 96	
Deduct taxes for year 1862,	24,523 34	
Deduct United States taxes,	8,262 85	
Deduct dividends,	363,000 00	
		<hr/>
		538,298 15
		<hr/>
Balance transferred to renewal fund,		\$236,043 41
Deduct expenditures for year for construction and property accounts paid from this fund,		175,722 69
		<hr/>
		\$60,320 72
Add former balance to renewal fund,		172,855 39
		<hr/>
Balance to credit of renewal fund,		\$233,176 11

DIVIDENDS.

Regular quarterly dividends, of two and a half (2½) per cent each, have been made during the year, payable in April, July, October and January, amounting in the whole to ten (10) per cent.

MILES RUN BY TRAINS.

Miles run by passenger trains,	201,833
Miles run by merchandise trains,	146,136
Miles run by coal trains,	809,363
<hr/>	
Total by transportation trains,	657,332
Miles run by wood trains,	3,462
Miles run by gravel trains,	26,410
<hr/>	
Total miles run by trains,	687,204

TABLE OF PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR 1862, COMPARED WITH 1861.

	1862			1861		
	TO.	FROM.	TOTAL.	TO.	FROM.	TOTAL.
New York,	142,853	151,062	293,915	125,636	152,328	277,964
Bergen Point,	21,032	23,262	44,294	19,879	20,929	40,808
Mariner's Harbor,	11,901	11,537	23,438	12,802	12,514	25,316
Elizabeth Port,	38,362	44,326	82,688	34,301	38,424	72,725
Elizabeth,	26,427	22,679	49,106	24,550	21,302	45,852
Newark,	9,683	10,567	20,250	8,796	9,878	18,674
Mulford,	4,587	4,272	8,859	5,264	4,820	10,084
Craneville,	4,497	4,481	8,978	4,139	4,017	8,156
Westfield,	5,746	6,022	11,768	6,435	6,312	12,747
Scotch Plains,	4,987	5,564	10,551	5,734	5,849	11,583
Plainfield,	25,632	27,439	53,071	26,527	26,800	53,327
New Market,	4,685	4,830	9,515	4,956	4,809	9,765
Bound Brook,	9,447	10,424	19,871	10,527	10,972	21,499
Somerville,	13,706	14,432	28,138	15,015	15,201	30,216
Raritan,	1,620	1,569	3,189	2,083	1,860	3,943
North Branch,	2,199	2,128	4,327	2,488	2,484	4,972
White House,	7,116	7,216	14,332	6,063	5,777	11,840
Lebanon,	1,632	1,776	3,408	1,961	2,003	3,964
Clinton,	5,159	5,575	10,734	4,845	4,962	9,807
High Bridge,	2,945	3,258	6,203	2,813	2,887	5,700
Clarksville,	953	912	1,865	1,272	1,248	2,520
Junction,	13,566	13,793	27,359	13,421	13,645	27,066
Asbury,	2,935	2,919	5,854	2,622	2,524	5,146
Valley,	1,172	1,242	2,414	1,331	1,372	2,703
Bloomsbury,	2,632	2,766	5,398	2,889	3,043	5,932
Springtown,	1,019	1,025	2,044	755	646	1,401
Phillipsburg,	4,734	6,730	11,464	5,053	6,201	11,254
Easton,	10,106	8,415	18,521	9,228	8,837	18,065
Lehigh Valley Con.,	5,169	4,059	9,228	4,420	3,159	7,571
East Penna. Con.,	33,301	15,523	48,824	35,833	6,843	42,676
<hr/>		<hr/>		<hr/>		<hr/>
	419,803	419,803	839,606	401,638	401,638	803,276

	1862.	1861.
Number of passengers carried,	419,803	401,638
Number of passengers carried one mile.	11,759,879	10,801,933

TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR 1862, COMPARED WITH 1861.

	1862. TONS.	1861. TONS.
Between New York and Bergen Point,	1,224	1,038
“ “ “ Mariner's Harbor,	565	534
“ “ “ Elizabethport,	10,136	8,102
“ “ “ Elizabeth,	20	9
“ “ “ Craneville,	392	236
“ “ “ Westfield,	334	339
“ “ “ Scotch Plains,	902	539
“ “ “ Plainfield,	2,660	2,453
“ “ “ New Market,	767	518
“ “ “ Bound Brook,	576	420
“ “ “ Somerville,	1,979	1,998
“ “ “ Raritan,	3,024	3,499
“ “ “ North Branch,	3,286	2,872
“ “ “ White House,	2,002	1,918
“ “ “ Lebanon,	1,129	1,305
“ “ “ Clinton,	4,797	4,552
“ “ “ High Bridge,	1,094	1,279
“ “ “ Clarkesville,	579	464
“ “ “ Junction Del., Lack. & W. R. R.,	29,892	22,377
“ “ “ New Hampton,	811	521
“ “ “ Asbury,	243	404
“ “ “ Valley,	271	602
“ “ “ Bloomsbury,	372	462
“ “ “ Springtown,	419	203
“ “ “ Phillipsburg,	3,069	1,139
“ “ “ Easton,	9,416	9,612
“ “ “ Lehigh Valley Rail- road,	8,880	7,213
“ “ “ East Pennsylvania Railroad,	46,312	40,631
“ Elizabethport and New Hampton,	498,785	559,763
“ “ “ Phillipsburg,	362,068	296,420
“ Elizabeth and New Hampton,	4,463	3,432
“ “ “ Phillipsburg,	31,788	25,286
“ all intermediate stations,	52,003	42,146
Total number of tons,	1,083,757	1,042,286

	1862		1861	
	TONS CARRIED.	MILES.	TONS CARRIED.	MILES.
Merchandise,	196,985	11,168,060	162,382	8,996,279
Iron,	70,202	4,487,108	56,690	3,619,220
Coal,	816,570	43,447,732	823,214	42,907,290
	<hr/> 1,083,757	<hr/> 59,102,900	<hr/> 1,042,286	<hr/> 55,522,789

ACCIDENTS IN 1862.

On the 4th of December, 1861, Mrs. Lewis, an aged woman, while picking up scattered coal along the track, was hit by a passing coal train, near Bound Brook station, and was so much injured that she died on the 9th instant. William Champlin, engineer and conductor. Still in the employ of the company.

On the night of the 18th of January, the iron train from Elizabethport and the stock train from Easton, both out of time, came in collision between the Asbury and Valley stations, by which the engineer and conductor of the stock train, Abraham Van Masker was so scalded by the escape of steam that he died some twelve hours after. Before his death he said he wished to exonerate every one but himself for the accident. Moses Brown, engineer and conductor of the iron train. Still in the employ of the company.

On the 19th of July, a man by the name of McCormick, in attempting to get upon the cars and secure a free ride on a gravel train while moving, fell upon the track, was so much injured by the cars passing over him that he died on the 24th inst. H. A. Clark, conductor; S. Fishborough, engineer. Both still in the employ of the company.

On the 29th of July, as the Harrisburg express train for New York was passing a road crossing, between Scotch Plains and Westfield stations, a farmer by the name of Conrad Seckler, aged about 55 years, attempted to drive his horse and wagon across the track in front of the approaching train; the horse refusing to be hurried by the extra use of the whip, the wagon was struck, throwing Mr. Seckler some distance upon the ground, injuring him so that he died the same day. J. L. Wynn, conductor; John S. Whitford, engineer. Both still in the employ of the company.

On the 31st of July, Patrick McCarty, a brakeman upon the freight train leaving Elizabeth Port at 2.30 A. M., fell between the cars while in motion and was instantly killed by the cars passing over him. Joseph Morris, conductor; Wm. Champlin, engineer. Both still in the employ of the company.

On the 12th of August, the Harrisburg express, bound east, ran over and killed a man near Clarksville. Owing to a curve in the road, he was not seen by the engineer in time to save him; he was a stranger, name not known; appeared about thirty-five years of age.

Theo. Voorhees, conductor; Alfred Drake, engineer. Both yet in the employ of the company.

On the 29th of August, a German, a returned soldier, was instantly killed by the Western express train, bound east; he stepped upon the south track, from another train standing upon the north track, just before the approaching train; all possible exertions were used to save him, but they were of no avail. The accident happened near New Market station. J. L. Wynn, conductor; John S. Whitford, engineer. Still in the employ of the company.

On the 27th October, a coal train broke loose near Junction on the grade, and seventeen cars ran back down grade about two miles, coming in collision with the four o'clock passenger train from New York, running on time at its usual rate of speed. The brakeman was on the rear car and did not attempt to put on the brake. He had men with him. Mr. David Driscoll, who was standing by his side, was instantly killed. J. Culbert, engineer and conductor. Not in the employ of the company.

On the 29th October, engine Union blew up, near Clarkesville, in charge of the fireman, J. Martz, scalding him so that he died. G. Huff, engineer and conductor. Still in the employ of the company.

On the 30th October, John Fallen, flagman, was run over and instantly killed near Elizabeth, by the engine Clarkesville. J. Cogswell, engineer and conductor. Still in the employ of the company.

JOHN TAYLOR JOHNSTON,

President.

State of New York, City and County of New York, ss.: I, Edwin T. Corey, a commissioner for the State of New Jersey, in and for the State of New York, duly commissioned and qualified in pursuance to the laws of said State with power to take depositions, &c., to be used in said State, do hereby certify that on the day of the date hereof personally appeared before me, John Taylor Johnston, President of the Central Railroad Company of New Jersey, and being by me duly sworn, in due form of law, did depose and say that the foregoing statement subscribed by him is true to the best of his knowledge and belief.

In testimony whereof I have hereto signed my name and affixed my official seal, this 30th day of January, A. D. 1863.

EDWIN T. COREY,

Commissioner.

ANNUAL REPORT

OF THE

MORRIS AND ESSEX RAILROAD COMPANY,

TO THE

LEGISLATURE OF NEW JERSEY.

To the Honorable the Legislature of the State of New Jersey:

Annual report of the Morris and Essex Railroad Company, to the Legislature of the State of New Jersey, showing the condition of the Company on the first day of January, 1863, and their operations for the year 1862.

Capital stock,	\$1,157,800 00
Funded debt,	340,000 00
Contingent funds,	258,909 74

\$1,756,709 74

Cost of road and its appendages,	\$1,629,202 47
Capital stock of the Newark and Bloomfield Railroad Company,	55,000 00
Capital stock of Telegraph Company,	2,000 00
Wood on hand, paid for,	4,500 00
Cash and cash items,	66,007 27
	<hr/>
	\$1,756,709 74

INCOME FROM PASSENGERS, FREIGHT AND OTHER SOURCES DURING THE YEAR.

From passengers,	\$132,446 54
“ freight,	84,023 62
“ mails and sundries,	9,977 61

\$226,447 77

Paid for repairs, maintenance of way, motive power and contingencies,	\$124,927 44
Paid interest on debt of company,	24,400 00

DIVIDENDS.

Two semi-annual dividends have been made during the year, payable in cash, and amounting to eighty-one thousand and forty-six dollars, (\$81,046 00.)

NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year, four hundred and seventy-three thousand two hundred and five (473,205) passengers, exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS.

Passenger trains,	108,000 miles.
Freight trains,	34,000 "
Wood and gravel trains,	5,000 "

ACCIDENTS.

June 27, 1862.—Wheaton Bradish, walking on the railroad track near Orange, was struck by the engine of a passenger train and killed; an inquest being held, the men in charge of the train were declared blameless. Engineer, William Osborne; conductor, S. N. Bentley. Both retained in service.

July 11.—An unknown woman, lying on the track near Chatham, was run over and killed by a freight train in the night; an inquest being held, the men in charge of the train were declared free from blame. Engineer, Thomas Keenan; conductor, Samuel Talmadge. Both retained in service.

July 18.—An unknown woman stepped on the track before an approaching passenger engine, near the city of Newark, and was struck by the engine and killed; the county physician having investigated the case, decided that the men in charge of the train were not in fault, and that an inquest was not necessary. Engineer, Charles Sharp; conductor, Isaac L. Van Orden. Both retained in service.

WM. WRIGHT,
President.

New Jersey, Essex county, ss: William Wright, President of the Morris and Essex Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing statement and report stated are true to the best of his knowledge and belief.

WM. WRIGHT,
President.

Sworn and subscribed before me, this 19th day of January, 1863.

A. G. SAYRE, *M. C.*

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD CO.

FOR THE YEAR 1862.

Capital stock paid in,	\$997,862 24
Funded debt,	2,089,500 00
Special loans not properly included in funded debt,	89,229 35
Temporary loans, and due other companies,	84,752 43
Cost of railroad and equipment, exclusive of cash and materials on hand,	3,170,126 02

RECEIPTS FOR BUSINESS DURING THE YEAR.

On the Belvidere Delaware Railroad.

From passengers,	\$70,742 74	
“ freights, including coal,	147,029 66	
“ mail and other sources,	42,148 99	
	<hr/>	\$259,921 39

On the Flemington Railroad.

From passengers,	\$6,221 28	
“ freights, including coal,	6,265 80	
“ mail,	556 00	
	<hr/>	\$13,043 08
Total for both roads,		<hr/> \$272,964 47

EXPENSES OF WORKING THE TWO ROADS.

The Belvidere Delaware Railroad,	\$146,388 02
“ Flemington Railroad,	12,942 23

Total for both roads, .	\$158,330 25
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No dividends have been declared.

ACCIDENTS.

On January 23d, the evening passenger train up, near Tumble Station, ran over and killed Mr. Philip Cooley, who was walking on the track after dark. Daniel Fowler, engineer; Wilson Everitt, conductor. Both retained in the company's employ.

State of New Jersey, county of Warren, ss: Charles Sitgreaves, president of the Belvidere Delaware Railroad Company, being duly sworn on his oath saith that the foregoing statement is correct and true, according to the best of his knowledge and belief.

CHARLES SITGREAVES.

Sworn January 26th, A. D. 1863, before me.

LEWIS C. REESE, *Judge*.

R E P O R T

OF THE

FLEMINGTON R. R. AND TRANSPORTATION CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The report of the Flemington Railroad and Transportation Company for the year 1862, and ending on the 1st of January, 1863, is as follows :

Capital stock paid in,	\$150,011 00
Funded debt,	96,300 00
Other indebtedness,	97,728 91
Cost of road,	\$291,943 92

RECEIPTS FROM BUSINESS OF ROAD FOR PAST YEAR.

For passengers,	\$6,221 28	
For freight,	6,265 80	
For carrying mails,	556 00	
	<hr/>	\$13,043 08
Expenses of working road, including salaries,		14,192 23

No dividends have been declared.

No person has been injured on the road during the year.

The road has been worked by the Belvidere Delaware Railroad Company.

State of New Jersey, Hunterdon county, ss.: Charles Bartles, the President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is just and true, according to the best of his knowledge and belief.

C. BARTLES.

Sworn and subscribed before me, this 2d day of February, 1863.

B. VANSYCKLE, M. C



REPORT
OF THE
CAMDEN AND ATLANTIC R. R. CO.
TO THE
LEGISLATURE OF NEW JERSEY.

In obedience to the act of Assembly, passed February 24th, 1852, entitled "an act respecting annual reports to the Legislature, of railroads and canal companies," the Camden and Atlantic Railroad Company presents the following report:

January 1, 1863.

Capital stock paid in,	\$1,000,553 56
Funded debt,	1,037,375 80
Floating debt,	117,094 58
Cost of road and equipment,	1,837,385 84
Interest paid during the year 1862,	53,725 96

RECEIPTS OF ROAD FOR 1862.

From passengers,	\$99,690 82
" freight,	41,042 05
" other sources,	3,653 36
	<hr style="width: 15%; margin-left: 0;"/> \$144,386 23

EXPENSES OF THE ROAD FOR THE YEAR 1862.

For working said road, including repairs, maintenance of way, motive power, and contingencies,	\$79,258 79
No accident occurred during the year.	

JOHN BRODHEAD,
Pres't Camden and Atlantic R. R.

City of Philadelphia, ss: Before me, Henry S. Hagert, a commis-

sioner appointed under and by virtue of the laws of the State of New Jersey, personally came John Brodhead, esquire, who, being duly sworn according to law, doth say that the foregoing report is just and true. Witness my hand and seal, this ninth day of February, A. D. 1863.

JOHN BRODHEAD, *President.*

Sworn and subscribed before me,

HENRY S. HAGERT,
Commissioner.

ANNUAL REPORT

OF THE

MILLSTONE & NEW BRUNSWICK RAILROAD CO.

FOR THE YEAR 1862.

Length of road (miles),		6 63-100
Capital stock paid in,	\$95,364 00	
Floating debt,	15,582 84	
	<hr/>	\$110,946 84

COST OF RAILROAD TO DATE.

For graduation, masonry, superstructure, iron, passenger and freight stations, land damages and engineering,	\$110,946 84
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PASSENGERS.

Over the whole line of road between New Brunswick and East Millstone,	8,406
Between New Brunswick and Middlebush,	2,180½
Between New Brunswick and Voorhees,	1,162
Intermediate places,	376
Total passengers,	<hr/> 12,124½
Number of tons of goods, wares, &c.,	12,738

RECEIPTS.

Passengers,	\$2,557 13	
Freight,	7,501 40	
	<hr/>	\$10,058 53
Expenses,		4,612 78
		<hr/>
Balance,		\$5,445 75

No accidents have occurred.

New Jersey, ss.: Be it remembered that on this 26th day of January, A. D. 1863, personally appeared before me, Frederick H. Teese, a master in chancery of New Jersey, Isaac R. Cornell, president of the Millstone and New Brunswick Railroad Company, who, being duly sworn, deposeth and saith, that the foregoing statement is true to the best of his knowledge and belief.

ISAAC R. CORNELL,
President *M. & N. B. R. R. Co.*

Sworn and subscribed the day and year aforesaid, at Trenton, before me,

F. H. TEESSE, *M. C.*

ANNUAL REPORT
OF THE
BURLINGTON AND MOUNT HOLLY RAILROAD
AND TRANSPORTATION COMPANY
FOR THE YEAR 1862.

Report containing an account of the capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for working the road; also the receipts for passengers, freight, &c., for the year ending December thirty-first, A. D. one thousand eight hundred and sixty-two, (1862.)

The capital stock actually paid in for 4000 shares of	
stock, at \$25 per share,	\$100,000 00
Borrowed on mortgaged bonds,	20,000 00
	<hr/>
	\$120,000 00

The cost of the road, buildings, wharf, locomotives,	
cars, &c.,	120,000 00

The following exhibits the receipts and disbursements of the Burlington and Mount Holly Railroad and Transportation Company, from January 1st to December 31st, 1862.

To amount received for passenger travel,	\$13,924 69
“ “ “ freight,	5,510 83
“ “ “ rents,	323 58
“ “ “ United States mail,	311 67
	<hr/>
	\$20,070 77

DISBURSEMENTS.

For interest,	\$1,120 00
“ superstructure,	2,961 70

For pay roll,	3,872 86
“ wood,	1,232 28
“ taxes,	1,000 00
“ ferriages,	972 72
“ incidental expenses,	715 53
“ water,	135 00
“ locomotive and cars,	373 77
“ oil,	130 58
“ printing,	101 72
	<hr/>
	\$12,616 16

State of New Jersey, Burlington county, ss: Charles Bispham, president of the Burlington and Mount Holly Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing statement and report is in all respects just and true, according to the best of his knowledge, information and belief.

CHARLES BISPHAM.

Sworn and subscribed this 22d day of January, A. D. 1863, before me,

C. H. HOLLINSHEAD,
Master in Chancery.

REPORT

OF THE

WEST JERSEY RAILROAD COMPANY

FOR THE YEAR 1862.

In compliance with the requirements of an act of the Legislature of New Jersey, approved February 24th, A. D. 1852, the West Jersey railroad presents the following report for the year ending December 31st, 1862:

Capital stock paid in,	\$581,893 47
Loan at 6 per cent.,	212,500 00
Floating debt,	31,743 89
Total cost of railroad and appendages,	821,983 88
Receipts for passengers, &c., during the year,	90,122 34
Current expenditures during the year,	43,799 12
Number of passengers carried during the year,	159,676
 Tonnage carried, received, tons,	 7,249½
Tonnage carried, forwarded,	3,568½
	10,817¾

MILES RUN BY LOCOMOTIVES.

Through passenger trains,	49,804
Special passenger trains,	12,055½
Freight trains,	21,104
	82,963½

R. F. STOCKTON,
President.

State of Pennsylvania, City and County of Philadelphia, ss.:
On the 20th day of January, A. D. 1863, before me, S. Henry Norris, a commissioner for the State of New Jersey, resident in Pennsylvania, duly appointed by the Governor of the State of New Jersey, to take acknowledgments of deeds, affidavits, &c., personally appeared Robert F. Stockton, known to me to be the individual who has signed the foregoing statement, and he having been duly sworn according to law, did depose and say that the foregoing statement is true, to the best of his knowledge and belief, and that he is President of the West Jersey Railroad Company.

S. HENRY NORRIS,
Commissioner.

No accident has occurred on this road during the year 1862.

J. VAN RENSSELAER,
Superintendent.

REPORT
OF THE
WARREN RAILROAD COMPANY
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled, "An act respecting annual reports of railroads and other companies," passed February 22, 1852, the Warren Railroad Company presents the following report of the condition of the affairs of the company up to January 1, 1863:

Capital stock issued and actually paid in,	\$1,807,750 00
First mortgage bonds sold, due 1875,	600,000 00
	<hr/> \$1,907,750 00

Which is the total cost of the Warren Railroad thus far, including lands for right of way, depot buildings, temporary tracks, and expenditures on the Van Ness Gap tunnel up to the time of its completion.

EARNINGS OF THE ROAD FROM JANUARY 1ST TO DECEMBER 31, 1862.

Freight on coal,	\$166,685 25
Freight on merchandise,	56,375 22
Freight on express,	1,635 16
Passenger fares,	13,492 17
Transportation of mails,	1,575 00
Telegraph earnings,	126 29
	<hr/> \$239,889 09

Amount brought forward,	\$239,889 09
The running expenses of the road, including depot agents, telegraphs, new rails and ties to replace those worn out, and other repairs, estimated at 52 per cent,	115,146 77
	<hr/>
	\$124,742 32
Interest paid on \$600,000 first mortgage bonds,	\$42,000 00
Amount applicable to paying a dividend on the capital stock (\$1,307,750) of 6½ per cent,	81,734 37
	<hr/>
	123,734 37
	<hr/>
	\$1,007 95

Balance applicable to debts and to paying the government tax on passengers.

The company owe no debt except some unadjusted fencing and some four cases of unsettled right of way, with a small balance for the use of a portion of the temporary line.

No injury has occurred to any persons on the trains during the year. The Van Ness Gap tunnel was completed on the 8th day of September last, upon which day the first train passed through the same, and since that time the new line has been in use and the circuitous temporary line abandoned. This tunnel was commenced in the year 1854, since which time, or during a period of eight years, the work has been prosecuted with untiring industry with night and day forces.

It is constructed for a double track, and is over 3,000 feet long. The rock is of the hardest kind. By its completion the length of the road is shortened about three miles, which will reduce the current expenses, and dispense with the relieving engines used to assist heavy trains over the high grades.

The Warren road commences at a point on the west or Pennsylvania bank of the Delaware River, about five miles below the Delaware Water Gap, at the eastern terminus of the Delaware, Lackawanna and Western Railroad, and, running from that point in nearly an easterly direction across the county of Warren, connects with the Central Railroad of New Jersey at New Hampton Summit, a distance now of 18½ miles.

The total cost of the road, as above stated, is \$1,907,750, which is more than \$100,000 to the mile, making it one of the most, if not the most, expensive roads, in proportion to its length, in the country.

The mountains of Warren, as well as her streams and valleys, run north and south, while the road runs east and west, thus making it necessary, in order to bring the grade to 21 feet to the mile, in conformity to those of the New Jersey Central and the Delaware, Lacka-

wanna and Western Railroads, its eastern and western connections, to construct two tunnels—the Vass Gap tunnel, 1,000 feet long, three miles east of the crossing of the Delaware, and the Van Ness Gap tunnel, 3,000 feet in length, through the Oxford Mountain, about ten miles east of the Delaware—in all over three-fourths of a mile of tunnelling; to bridge the Delaware River, as well as to bridge every stream and fill every valley and ravine from the Delaware and New Hampton Summit. This road must ever be a link in a trunk line from the east to the west; while its connection with the Delaware, Lackawanna and Western Railroad, and the coal fields of Pennsylvania, will place it among the heaviest tonnage roads of the country. The mountainous regions of Northern New Jersey are such that no east and west line of road with equally low grade can be constructed between this and the New York State line.

It is a gratification to the stockholders that, after years of toil and anxiety, this great work is completed.

All of which is respectfully submitted.

JOHN I. BLAIR,
President of the Warren R. R. Co.

State of New Jersey, Warren County, ss.: John I. Blair, of full age, being duly sworn, on his oath saith that the facts, matters and things set forth in the above report, which is signed by him, are true in all things to the best of his knowledge and belief.

JOHN I. BLAIR.

Sworn and subscribed before me, at Blairstown, N. J., this 28th day of January, 1863.

MARSHAL HUNT, *M. C.*



REPORT

OF THE

FREEHOLD & JAMESBURG AGRICUL'AL R. R. CO.

FOR THE YEAR 1862.

Capital stock paid in,	\$230,844 80
Cost of road and equipments,	231,173 96

RECEIPTS.

From passengers,	15,531 98
From freight,	18,219 13
From U. S. mail,	447 30
	<hr/>
	\$34,198 41

Expenses of working the road, including repairs, maintenance of way, motive power, contingencies and U. S. tax,	<hr/>
	20,613 66

Net earnings,	\$13,584 75
Interest received,	30 00
Dividends paid,	13,824 00
Number of passengers carried,	65,163
Tons of freight transported,	22,310

ACCIDENTS.

March 13th.—A boy, named James Cady, was riding on a freight car at Manalapan station, which was being moved by hand; caught his right leg between two cars and received a severe flesh wound.

March 24th.—The morning train down, when near Jamesburg,

struck John Goddard, who was walking on the track; received very slight injuries. Charles H. Haviland, conductor; and Alfred A. Miller, locomotive engineer. Both still employed by the company.

State of New Jersey, ss.: Personally appeared before me, the subscriber, one of the masters of the court of chancery of said State, W. D. Davis, president of the Freehold and Jamesburg Agricultural Railroad Company, who, being duly sworn, doth declare that the foregoing report is true according to the best of his knowledge and belief.

W. D. DAVIS.

Sworn and subscribed before me, at Freehold, this 30th day of January, A. D. 1863.

HOLMES W. MURPHY, *M. C.*

ANNUAL REPORT

OF THE

NEWARK AND BLOOMFIELD R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

To the Honorable the Legislature of New Jersey :

Annual report of the Newark and Bloomfield Railroad Company to the Legislature of the State of New Jersey, showing the condition of the Company on the 1st day of January, 1863, and their operations for the year 1862.

Amount of capital stock paid in,	\$103,950 00
Cost of road and its appendages to date,	112,026 86
Income from passengers, freight, &c.,	18,405 95
Paid for repairs, maintenance of way and contingencies,	12,938 89
One dividend has been paid during the year of three and a half ($3\frac{1}{2}$) per cent. on the capital stock, amounting to three thousand six hundred and twenty-six dollars,	3,626 00

There has been transported on the road during the year, one hundred thousand two hundred and forty-eight passengers, exclusive of commuters and those who ride free, as follows :

Between Newark and Roseville,	4,174
“ “ “ Bloomfield,	59,914
“ “ “ Mont Clair,	31,737
Way passengers,	4,428
Total,	100,248

The number of miles run during the year is twenty-four thousand, (24,000).

No accident or casualty of any kind has occurred.

IRA DODD,
President.

New Jersey, Essex county, ss: Ira Dodd, President of the Newark and Bloomfield railroad company, being duly sworn, on his oath saith that the facts, matters and things in the foregoing statement and report contained, are true to the best of his knowledge and belief.

IRA DODD,
President.

Sworn and subscribed before me this 19th day of January, 1863

A. G. SAYRE, *M. C.*

ANNUAL REPORT

OF THE

NORTHERN RAILROAD COMPANY OF N. J.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

Annual report of the Northern Railroad Company, of New Jersey,
to the Legislature of the State of New Jersey.

Capital stock,	\$156,800 00
Funded debt, bonds,	204,200 00
Floating debt,	67,798 02
Floating debt unadjusted, estimated,	10,000 00
Cost of road and equipments,	422,297 09

EARNING (YEAR ENDING SEPTEMBER 30, 1862).

From passengers and commuters,	\$52,267 35	
From freights,	33,871 15	
From mails, expresses, &c., &c.,	4,479 99	
	<hr/>	\$90,618 49

EXPENSES FOR SAME TIME.

Operating,		\$61,026 27
Terminal,		10,725 70
Passengers carried,	119,221	
Freight, tons,	12,508	
Miles run by trains,	78,885	

ACCIDENTS.

June 4, 1862.—The 4.30 A. M. freight train going north, struck and threw from the track a German named Frank Bowman, who, at the time, was lying on the track, supposed to be asleep. He died the 2d of August following, from the injuries received. This accident was not caused by the negligence or carelessness of any in the employ of the company.

July 3, 1862.—Samuel Croswell, while walking on the track, was struck by the gravel train and slightly injured.

THOMAS H. HERING,
President of N. R. R. Co. of N. J.

Sworn and subscribed the 9th day of January, A. D. 1863, before me at Jersey City.

CHAS. H. VOORHEES, *M. C.*

REPORT
OF THE
HACKENSACK & NEW YORK R. R. CO.
TO THE
LEGISLATURE OF NEW JERSEY.

Report of the Hackensack and New York Railroad Company for the year commencing January 1st, 1862, and ending January 1st, 1863.

Capital stock of this company,	\$92,800 00
Funded debt,	40,000 00
Paid on construction from receipts of road,	3,508 26
	<hr/>
Making cost of road,	136,308 26

RECEIPTS OF ROAD FOR THE YEAR.

From passengers, freight and mail,	\$24,715 52
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EXPENSES OF WORKING THE ROAD, INCLUDING SALARIES PAID.

To Erie railroad company, for use of road, &c.,	\$8,766 38
Other expenses of running, including salaries, &c.,	10,236 55
	<hr/>
Total,	\$19,002 93
Balance, net earnings,	5,712 59
Paid interest on bonds and U. S. tax,	1,989 82
	<hr/>
	\$3,722 77

No dividends have as yet been paid by the company.

ACCIDENTS.

May, 1862.—John Wood, a brakeman in the employ of the company, was injured in attempting to jump on the tender of an engine, which, at the time, was backing into the engine house at Hackensack, he slipped from the tender and fell on the track, so that the truck of the tender passed over him. He died in about a fortnight after, from the injuries received. Engineer in charge of the locomotive, John Van Winkle; no blame attached to him. He is still in the employ of the company.

G. G. ACKERSON,
President.

New Jersey, Bergen county, ss: Garret G. Ackerson, President of the Hackensack and New York railroad company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing report contained are true to the best of his knowledge and belief.

G. G. ACKERSON,
President.

Sworn and subscribed before me, 30th day of January, A. D. 1863.

M. M. KNAPP, *M. C. of N. J.*

ANNUAL REPORT

OF THE

MILVILLE AND GLASSBORO' R. R. CO.

TO THE

LEGISLATURE OF NEW JERSEY FOR 1862.

In obedience to the act passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of railroad and other companies," the Millville and Glassboro' railroad company present the following report :

Capital stock paid in is,	\$154,364 31
Funded debt,	30,000 00
Floating debt,	2,028 00
Cost of road and equipments,	191,629 63

RECEIPTS.

Total earnings of the road,	7,224 88
-----------------------------	----------

EXPENSES.

Expenses,	526 75
Paid interest on the debts of the company,	2,338 96

No dividends have been paid.

This road being now under lease, this company has no other knowledge of matters required than the above statement.

All of which is respectfully submitted.

January 10th, 1863.

Cumberland county, ss : William D. Kemble, being duly sworn, on his oath, saith that the above statement is correct and true, according to the best of his knowledge.

WM. D. KEMBLE,
Treasurer.

Sworn and affirmed before me, a commissioner of deeds in said county, this 12th day of January, 1863.

PETER E. LUDLAM.

State of New Jersey, Gloucester county, *ss* : Personally appeared before me, a justice of the peace, in and for said county, Thomas H. Whitney, President of the Millville and Glassboro' railroad, who, being duly affirmed did say, that the foregoing statement is true, to the best of his knowledge and belief.

THOMAS H. WHITNEY,
President.

Subscribed and affirmed before me, this 16th day of January, 1863.

LACY S. CAMPBELL,
Justice of the Peace.

REPORT

OF THE

PATERSON AND HUDSON RIVER R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The President of the Paterson and Hudson River Railroad Company respectfully reports—

That the capital stock of said company is now,	\$630,000 00
The cost of said road, including land, depot buildings and appurtenances, is	630,000 00

There is no funded debt of this company.

The rent of the road is, per annum,	53,400 00
Two dividends, of 4 per cent. each, were paid in cash last year, amounting to	50,400 00

The said road being now under lease to and managed by another company, sanctioned by the Legislature of this State, this company has no other knowledge of the matters required than the above statement.

All which is respectfully submitted.

ROBERT BAYARD,
President.

Dated January 28, 1868.

Personally appeared before me Robert Bayard, who, being by me duly sworn according to law, deposeth and saith that the foregoing statement is true to the best of his knowledge and belief; and, fur-

ther, that he is President of the Paterson and Hudson River Railroad Company.

ROBERT BAYARD.

Sworn and subscribed before me, this 29th day of January, 1863.

JAMES BURR, *Notary Public*.

Report of accidents on the Paterson and Hudson River and Paterson and Ramapo Railroads, for the year ending September, 1862:

October 17, 1861.—John Brick, track foreman; killed instantly at Hackensack Bridge, while assisting to unload some heavy timber; was crushed by a large stick which fell on his head.

October 26.—A. Hollister, brakeman; both legs broken and feet mangled; train ran off the track, owing to wrong switch at Ramsey's; has recovered, and is now running again.

January 20, 1862.—William Harper, passenger; badly squeezed, but no bones broken; in attempting to jump on the cars at Paterson while the train was being made up, he was caught between the door of depot and the car.

April 9.—Amos Abbott, track foreman; while standing between the tracks in the tunnel at Jersey City, was struck by the engine; died April 19.

May 20.—C. Bagley, telegraph messenger; in attempting to jump off the pilot at Jersey City, he was caught under the wheels; has recovered.

July 29.—Fenton Fitzpatrick, passenger; fell off the forward platform when the train was about stopping to take water at Paterson; arm broken; recovered.

The Erie Railway Company has operated during the past year the roads of the Paterson and Hudson River and Paterson and Ramapo Railroad Companies, under the lease made by said companies, in connection with the Erie Railway Company, and has repaired and maintained said roads, and has furnished all the motive power used thereon, and the particulars of such operations and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified as applied exclusively to said roads.

City and county of New York, ss.: Nathaniel Marsh, President of the Erie Railway Company, being duly sworn, deposeth and says that the above report is true and correct, to the best of his knowledge and belief.

NATHANIEL MARSH.

Sworn before me, this 15th day of January, 1863.

J. S. WHITE,
Commissioner of Deeds.

REPORT

OF THE

SUSSEX RAILROAD COMPANY

TO THE LEGISLATURE, FOR 1862.

To the Honorable the Legislature of the State of New Jersey :

Annual report of the Sussex Railroad Company, to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1863, and their operations for the year 1862.

Capital stock,	\$190,866 00	
Funded debt,	229,057 92	
Floating debt,	5,143 94	
	<hr/>	\$425,067 86
Cost of road and its appurtenances,		425,067 86
Receipts from passengers, freight, express, &c.,	24,558 41	
Due from the United States for carrying the mail, January, 1863,	77 57	
	<hr/>	\$24,635 98
Paid for operating expenses,	\$8,499 04	
Repair of road and equipments,	7,776 37	
	<hr/>	\$16,275 41
Paid interest on debt of company,		12,333 12
The number of miles run by passenger and freight trains, is about		20,000
No dividends have been paid.		

ACCIDENTS.

A man by the name of Peter Ackerson, laborer on the road, was

killed on the 19th of August, by jumping from the cars while in motion.

State of New Jersey, Sussex county, ss: Aaron Peck, president of the Sussex Railroad Company, on his oath saith, the within statement of the accounts of the Sussex Railroad Company is true, to the best of his knowledge and belief.

A. PECK.

Sworn and subscribed at Newton, January 22d, 1863, before me,

DAVID THOMPSON,
Master in Chancery.

REPORT

OF THE

RARITAN & DELAWARE BAY R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The Raritan and Delaware Bay Railroad Company respectfully report that their railroad is in course of construction; a portion thereof was delivered to the company by the contractors, on the 1st day of November, 1862, and that portion has since been operated for the company, though still connected with construction; and the accounts not having been fully adjusted, a precise statement cannot be made.

Capital stock paid in,	\$1,203,553 48
Debts, principal, first mortgage bonds, \$1,000,000 00	
" " " " 250,000 00	
Other debts and obligations, about, 143,607 73	
	<hr/>
	\$1,393,607 73
Cost of road and equipments, including the Long Branch spur, the dock at Port Monmouth, station houses, &c., as near as can be stated,	2,450,416 90
Number of passengers during the months of November and December, 1862,	12,857
Amount of passengers and freight traffic and for mails, from November 1 to December 31, 1862, two months,	\$10,588 53
Costs and expenses of running, for the months of November and December, 1862,	12,371 32

ACCIDENT.

On Monday, December 16, 1862, Patrick Welch, in attempting to

get on a car of a gravel train, while the train was in motion, fell between the engine tender and a car, and one wheel passed over his ankle. He has since died. The engineer was Richard Johnson, who is still employed.

Dated February 2, 1863.

State of New Jersey, ss: Samuel W. Torrey, president of the Raritan and Delaware Bay Railroad Company, being duly sworn, on his oath saith, that the foregoing statement is just and true, to the best of his knowledge and belief.

S. W. TORREY.

Sworn and subscribed before me, this 2d day of February, 1863.

JOHN C. ELMENDORF,
Master in Chancery of N. J.

REPORT

OF THE

MORRIS CANAL & BANKING COMPANY,

MADE TO THE

LEGISLATURE OF NEW JERSEY,

IN COMPLIANCE WITH THE LAW OF 1852 AND THE SUPPLEMENT OF 1853.

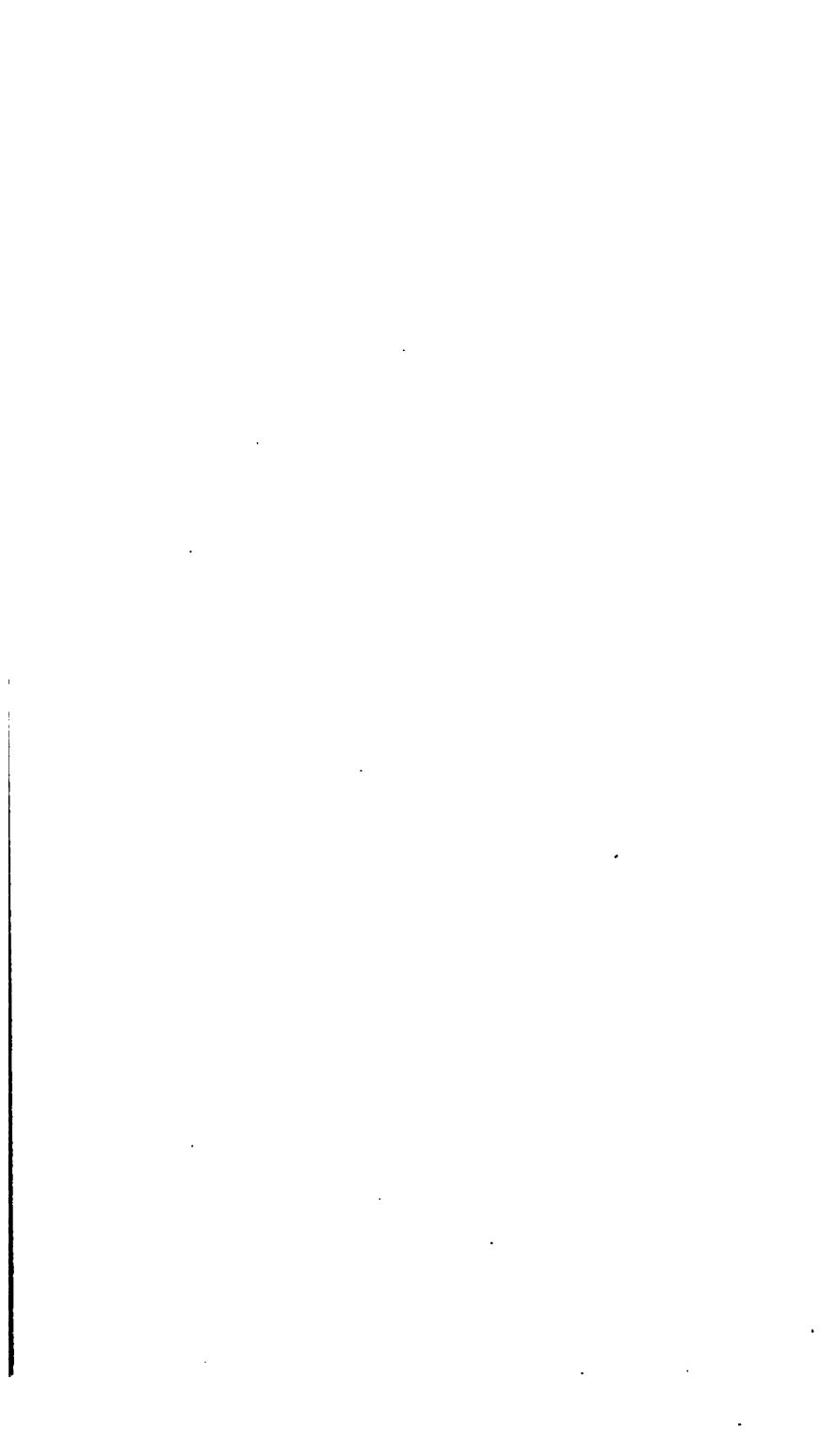
Capital stock paid in,	\$2,200,000 00
Debts, funded and other,	777,548 01
Cost of canal and appurtenances,	2,916,178 55
Repairs of 1862,	74,294 89
Navigation, lock and plane tending,	30,274 15
Superintendence and management,	24,118 89
Income from passengers, toll and other sources,	297,484 67
Dividends paid in cash,	117,500 00

State of New Jersey, Hudson county, to wit: Before me personally appeared Ephraim Marsh, who, by me being duly sworn according to law, doth depose and say, that he is the president of the Morris Canal and Banking Company; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company, actually paid in, and the amount of funded and other debts of said company; also of the cost of the canal and appurtenances; also of the expenditures for repairs, superintendence and management of the same; also of the income during the year eighteen hundred and sixty-two, from passengers, tolls and other sources, and the amount of dividend, and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Sworn and subscribed before me, at Jersey City, this 24th day of January, A. D. 1863.

J. E. BARTLETT, *Justice of the Peace.* —



REPORT

OF THE

PATERSON AND RAMAPO R. R. COMPANY,

FOR THE YEAR 1862.

Capital stock actually paid in, \$248,000 00

AMOUNT OF FUNDED DEBT, VIZ :

Bonds outstanding,	\$85,000 00	
Bonds redeemed,	15,000 00	
	<hr/>	100,000 00
Other debts,		475 75
Cost of road and equipments,		350,000 00
Income rent from New York and Erie Railroad Company,		26,500 00
Amount of dividends, paid from earnings, $5\frac{1}{2}$ per cent on \$248,000,		13,640 00
Expenses for contingencies, taxes, &c.,		3,206 86
Sinking fund to redeem bonds,*		5,000 00
Interest on bonds (\$85,000, at 7 per cent),		5,950 00

The said road being under lease to and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this company have no knowledge of the other matters required.

All which is respectfully submitted.

ROBERT BAYARD,
President.

New Jersey, *to wit*: Robert Bayard being duly sworn, on his oath saith that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 19, 1863.

JOHN HOPPER, *M. C.*



R E P O R T
OF THE
SOUTH BRANCH RAILROAD COMPANY
TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In conformity with an act of this State, requiring annual reports to the Legislature of railroad and canal companies, approved February 24, 1852, the South Branch Railroad Company makes the following report :

The company put the road under contract in September last, and the construction is being proceeded with vigorously.

The road is to connect Somerville, the capital of Somerset county, with Flemington, the capital of Hunterdon county.

Amount of work done to January 1, under the head of grading and construction account,	\$10,502 53
Paid on account of right of way,	52,822 94
Amount received on account of capital stock,	280,385 00

The contractor is paid regularly each month, less a reservation of 10 per cent, which reservation will be paid upon the satisfactory completion of the work.

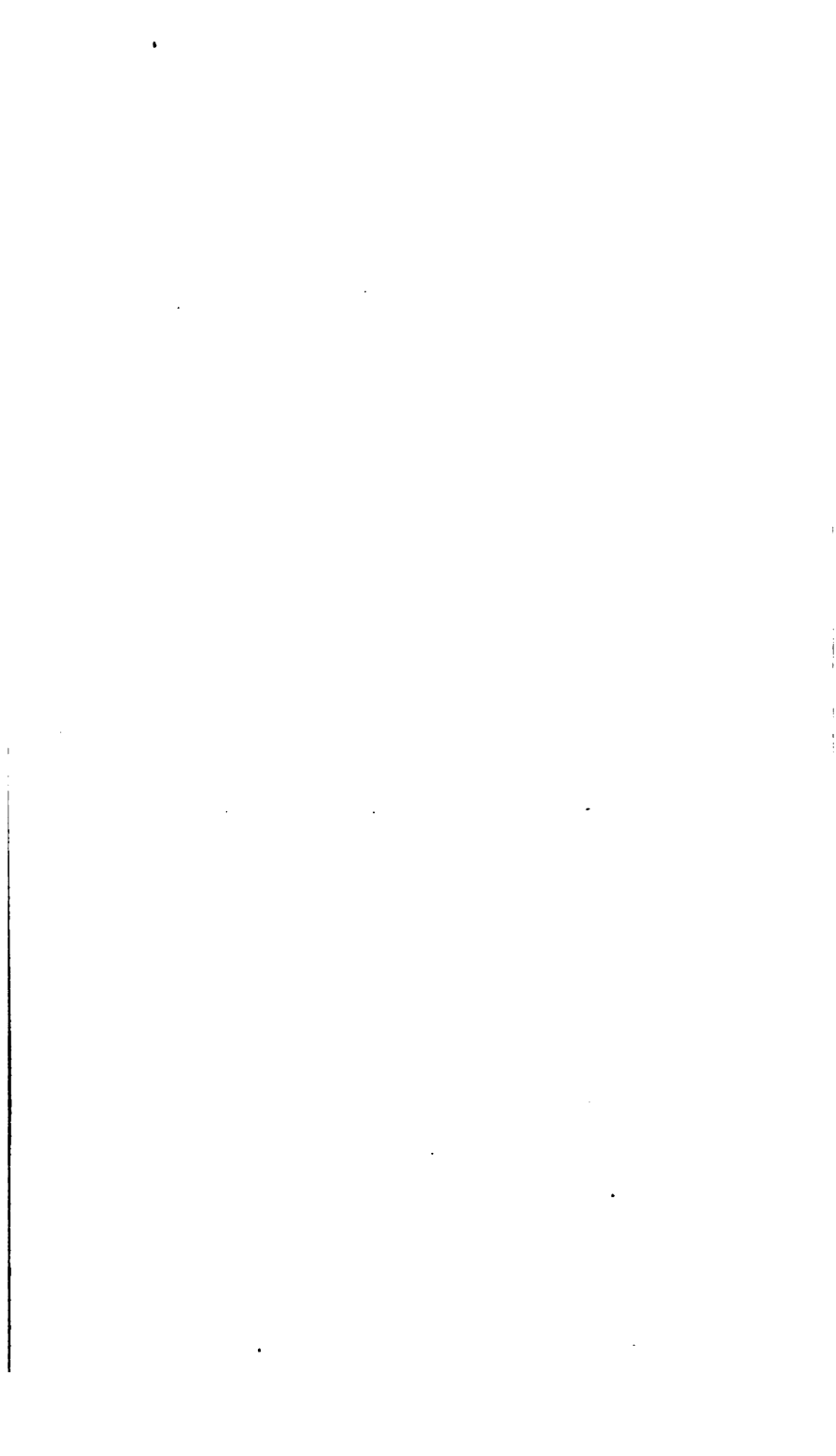
The right of way has been secured. The estimated cost is about \$300,000, the amount of capital subscribed.

State of New Jersey, Mercer County, ss. : James Campbell, President of the South Branch Railroad Company, being duly sworn according to law, on his oath saith that the foregoing report is just and true, according to the best of his knowledge, information and belief.

JAMES CAMPBELL,
President.

Sworn and subscribed this, 10th day of February, 1863, before me.

W. S. JOHNSON, *M. C.*



REPORT
OF THE
NEWARK AND HOBOKEN RAILROAD COMPANY
TO THE
LEGISLATURE OF NEW JERSEY.

In obedience to the act of Assembly, passed February 24, 1852, entitled "An act respecting annual reports to the Legislature of railroad and canal companies," and the supplements thereto, the Hoboken Land and Improvement Company, owning the railroad between Newark and Hoboken, report to January 1, 1863, that the road is not yet completed, but the company have expended and paid so far about \$407,191 69.

There is as yet no funded debt.

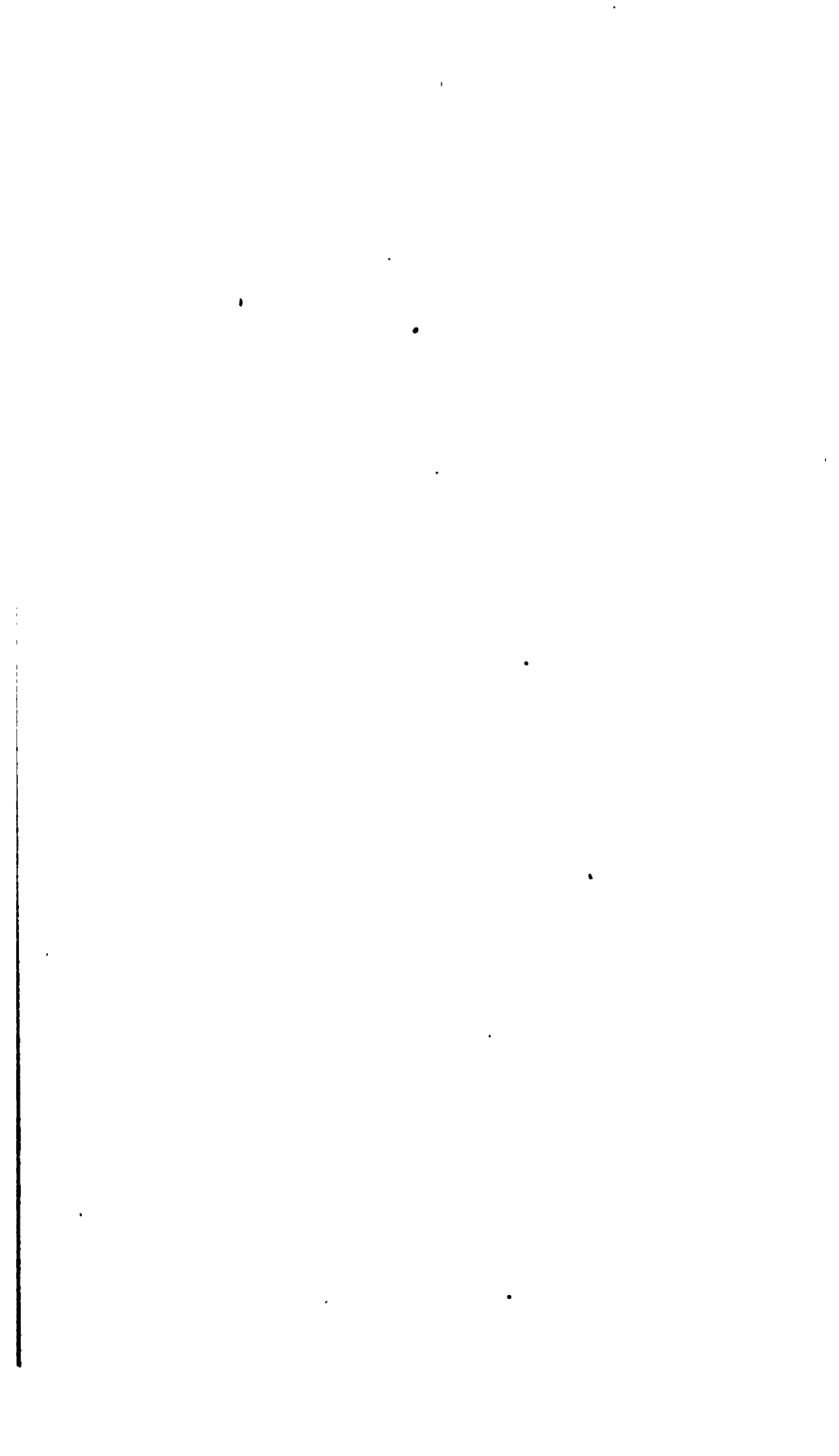
There is no floating debt.

Trains have been run on the road since November 19, 1862.

The receipts from passengers to date are,	\$890 90	
The receipts from freight to date are,	17 58	
	\$908 48	
Expenses for working the road, including motive power and contingencies,		2,122 54

There were no accidents on the road from the time the passenger trains commence to the date of the report.

E. A. STEVENS,
President.



ANNUAL REPORTS

OF THE

Railroad and Canal Companies,

OF THE

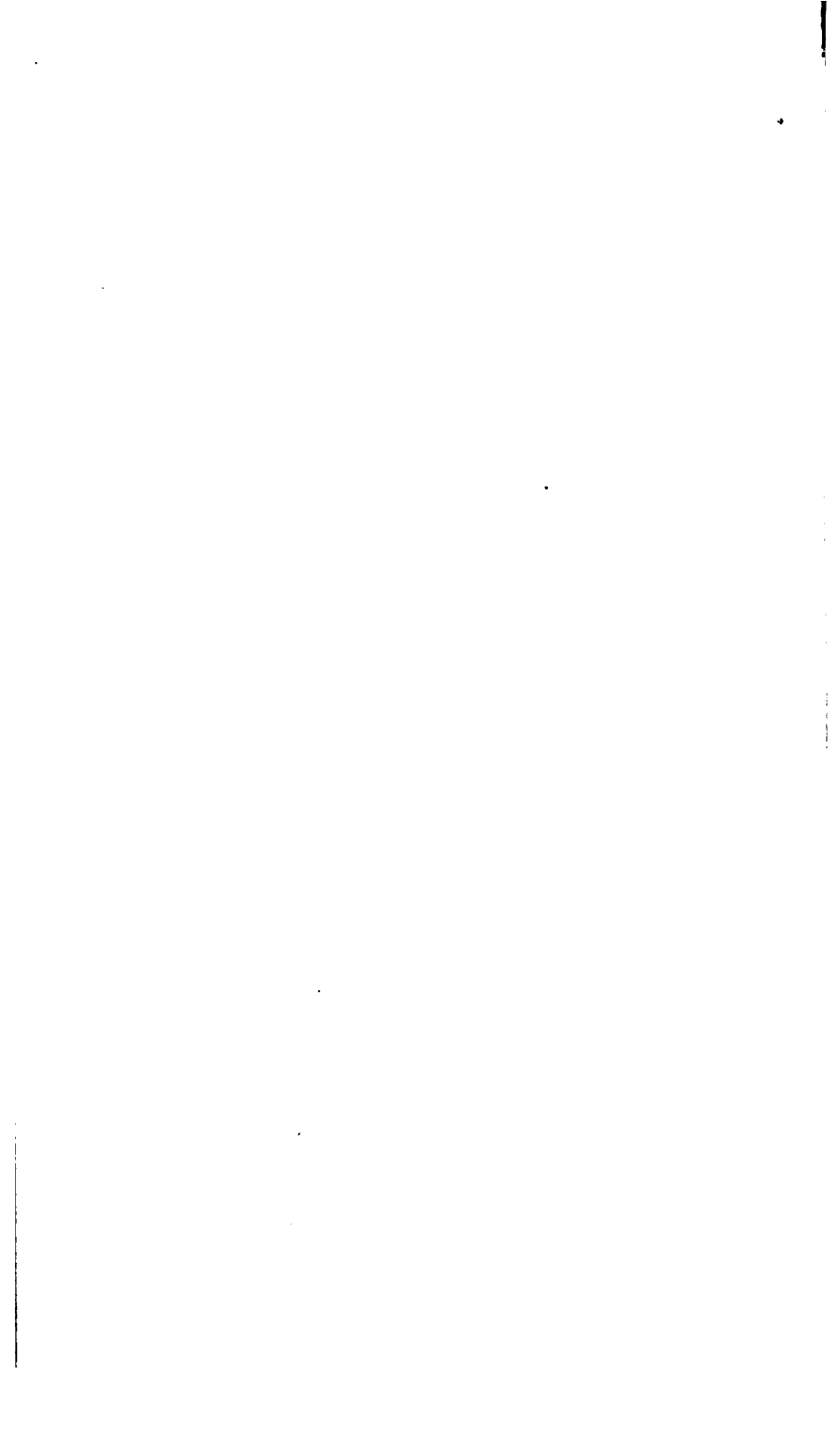
STATE OF NEW JERSEY,

FOR THE YEAR 1863.

ORDERED TO BE PRINTED.

TRENTON, N. J.:

PRINTED BY DAVID NAAB, "TRUE AMERICAN" OFFICE.
1864.



R E P O R T
OF THE
DELAWARE AND RARITAN CANAL CO.
AND THE
CAMDEN AND AMBOY RAILROAD AND TRANSPOR-
TATION COMPANY,
FOR THE YEAR 1863,
TO THE LEGISLATURE OF THE STATE OF NEW JERSEY.

In compliance with the act of the Legislature of New Jersey, approved February 24th, 1852, and a supplement approved March 11th, 1853, the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company report:	
The capital stock paid in of the Delaware and Raritan Canal Company was,	\$1,500,000 00
Added by authority of the Legislature,	798,400 00
	<hr/>
	\$2,298,400 00
The capital stock paid in of the Camden and Amboy Railroad and Transportation Company was,	
Added by authority of the Legislature,	\$1,500,000 00
	1,210,800 00
	<hr/>
	\$2,710,800 00

The funded debts of the joint companies are :

1st. An English debt, including three separate loans, now merged, to be extinguished by a sinking fund; extinction complete 1880. Interest, six per cent. Outstanding, £436,533 6s. 8d. sterling, at \$4 84,	\$2,112,821 33
2d. A converted sterling loan, due 1863; interest five per cent. Outstanding,	5,800 00
3d. American loan, due 1864; interest six per cent.; originally \$800,000. Outstanding,	413,600 00
4th. Extra dividend loan, due 1864; interest six per cent.; originally \$367,000. Outstanding,	155,545 00
5th. Loan of 1867; originally \$500,000; interest six per cent. Outstanding,	311,800 00
6th. Loan of 1870, for \$800,000; interest six per cent. Outstanding,	552,460 00
7th. Loan of 1875, for \$675,000; interest six per cent. Outstanding,	675,000 00
8th. Loan of 1883, for \$1,700,000; interest six per cent. Outstanding,	1,700,000 00
9th. Loan of 1889, for \$2,500,000; interest six per cent. What has not been issued burnt by a committee of the joint boards. Outstanding,	867,000 00
10th. A consolidated loan, for \$5,000,000; interest six per cent. Outstanding,	2,391,100 00
Outstanding debt,	<u>9,185,126 33</u>

The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the Delaware and Raritan Canal and appurtenances is \$4,043,444 31.

The cost of the Camden and Amboy Railroad and equipments is \$6,851,021 08.

The receipts of the Delaware and Raritan Canal Company for twelve months ending December 31st, 1863,

Expenses,	\$728,365 73
	<u>190,883 89</u>
Current net,	\$537,481 84

The receipts of the Camden and Amboy Railroad and Transportation Company for the twelve months ending December 31st, 1863,

Expenses,	\$3,357,542 60
	<u>2,184,818 57</u>
Current net,	\$1,172,724 03

Dividends of ten per cent. on the capital stock of the joint companies have been paid in cash during the year.

State of New Jersey, ss.

Before me, a master of the Court of Chancery of the State of New Jersey, personally appeared Robert F. Stockton, president of the Delaware and Raritan Canal Company, who, being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Canal Company, is true according to the best of his knowledge and belief.

R. F. STOCKTON.

Sworn and subscribed before me this twenty-ninth day of January, in the year of our Lord, one thousand eight hundred and sixty-four.

THOMAS P. CARPENTER, *M. C.*

State of New Jersey, ss: Before me John P. Stockton, one of the Masters in the Court of Chancery of New Jersey, personally appeared Edwin A. Stevens, President of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, doth declare, that the foregoing report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge and belief.

E. A. STEVENS.

Sworn and subscribed before me this thirtieth day of January, in the year of our Lord, one thousand eight hundred and sixty-four.

JOHN P. STOCKTON, *M. C.*

Report of accidents which have occurred upon the Camden and Amboy Railroad and Branches, during the year eighteen hundred and sixty three, with the names of the parties injured, and the causes thereof:

February 2d.—An unknown man fell from the crate car of 10 A. M. line, six miles from New Brunswick, and was so seriously injured, that he died in a short time. Charles Atkinson, conductor; James White, engineer. Both retained in the service of the company.

February 26th.—By a collision at Princeton, between the 11.30 P. M. line from New York, and the 11.15 P. M. line from Philadelphia, Patrick Riley, of Brooklyn, New York, had his ankle slightly sprained; Mrs. Emily Goff, of Middle Haddam, Connecticut, nerves slightly affected; also her son was slightly grazed on the hip; John White, of Brooklyn, New York, slightly injured in his legs; Daniel Stone, of Brooklyn, New York, flesh wound in leg; also in hand between thumb and finger, and fracture of three ribs, also the elbow joint; Mrs. Rusquin, of Philadelphia, fracture of collar-bone. J. H. Hibbs, conductor, and A. Anderson, engineer of 11.30 P. M.; J. M. Douglass, conductor; S. Stewart, engineer of 11.15 P. M. All retained in the service of the Company.

April 28th.—Mary Ann Gordon, of Lancaster, Pennsylvania, was killed by the way line between Bordentown and Trenton, while walking on the track. J. J. Maxwell, conductor; E. Perry, engineer. Both retained in the service of the Company.

May 5th.—Joseph Ilt attempted to get on the 12 o'clock line from New York at New Brunswick, and fell between the car and platform, injuring him quite seriously. R. Van Kirk, conductor; Wm. Perry, engineer. Both retained in the service of the Company.

June 2d.—A collision occurred at the upper end of the double track, between the 2 p. m. down, and 6 p. m. Two news boys were very slightly bruised. Samuel Dickinson, conductor; S. Cransdon, engineer. Both retained in the service of the Company.

July 20th.—An unknown man was found on the line of the railroad about two miles above Bordentown, supposed to have been killed by an engine in the night. Coroner's jury exonerated the Company and employees.

July 25th.—Theodore Wilson, standing on the track, was killed at Hightstown by being accidentally struck and run over by the engine of 6 a. m. line down. Samuel Dickinson, conductor; John Sexton, engineer. Both retained in the service of the Company.

July 25th.—An unknown man at Burlington Station, attempting to get on the train, was caught between the platform and cars, injuring him slightly. Charles Denson, conductor; David Reynolds, engineer. Both retained in the service of the company.

July 28th.—John F. Simson employed by the Company, had one of his legs broken by the breaking of an axle of a hand car, used for repairing track near Camden.

August 2d.—Richard Reynolds was found dead on the railroad near Dean's Pond Station, supposed to have been killed by one of the night trains.

September 1st.—Loomis G. Hartly while standing on the top of a passenger car of a troop train, was struck by the bridge near Cranberry, and killed. Edward Lindell, conductor. Retained in the employ of the Company.

September 14th.—A soldier name unknown, was run over by the Belvidere train near Camp Perrine, and instantly killed; the train could not be stopped in time to save him. J. A. Fidler, conductor; D. Fowler, engineer. Both retained in the service of the Company.

October 24th.—Anna Stoll was instantly killed by the locomotive of the New Jersey Accommodation train near Trenton; every effort was made by the engineer to avoid the accident, but could not stop in time. R. Van Kirk, conductor; Wm. Perry, engineer. Both retained in the service of the Company.

November 27th.—John Slover train guard on a freight train, had both of his legs broken by a collision at Bordentown. Aaron Davidson, conductor; James Watson, engineer.

December 5th.—The 8 a. m. train from Philadelphia, struck a man by the name of Thomas Flannery, near Bordentown, who stepped on

the track but a few feet in front of the engine, he was so seriously injured, that he died the next day. S. D. Shreve, conductor; D. Reynolds, engineer. Both retained in the service of the Company.

December 5th.—A man named Henry White, of New York, attempting to jump on the 4 P. M. train at Deans Pond, while it was in motion, fell between the car and platform and was seriously injured. J. M. Douglass, conductor; John Anderson, engineer. Both retained in the service of the Company.

December 15th.—Two men, J. J. Mills and Amos Atwater were dangerously hurt while standing on the platform of a car in the 7.30 P. M. line from New York, near Trenton. The train separated about two miles from Trenton, and in coming together again so violently as to injure the men, as stated. Samuel Dickinson, conductor; Wm. Burton, engineer. Both retained in the service of the Company.

December 29th.—A man by the name of Crouse, was killed by way line from Bordentown and Trenton, he stepped on the track about five yards ahead of the engine and was run over, the Coroner acquitted the Company of all blame or censure. George P. Smith, conductor; R. G. Provost, engineer. Both retained in the service of the Company.

R. V. VAN RENSSELAER,
Superintendent.

REPORT

OF THE

BELVIDERE DELAWARE RAILROAD CO.

FOR THE YEAR 1863.

Capital stock paid in,	\$997,612 24
Funded debt,	2,182,500 00
Special loans, not properly included in funded debt,	96,797 60
Temporary loans, and due other Companies,	86,012 43
Cost of road and equipment, exclusive of cash and materials on hand,	3,284,026 14

RECEIPTS FOR BUSINESS DURING THE YEAR.

On the Belvidere Delaware Railroad.

From passengers,	\$99,867 99
“ freights, including coal,	173,401 81
“ mail and other sources,	92,263 72
	<hr/> \$365,533 52

On the Flemington Railroad.

From passengers,	\$8,990 55
“ freights, including coal,	7,080 70
“ mail,	644 00
	<hr/> \$16,715 25
Total for both roads,	<hr/> \$382,248 77

EXPENSES OF WORKING THE TWO ROADS.

The Belvidere Delaware Railroad,	\$220,020 51
The Flemington Railroad,	15,357 60
Total for both roads,	<hr/> \$235,378 11

No dividends have been declared.

CASUALTIES.

On February 18th, Henry Day, brakeman on a coal train, fell from the train while it was in motion, near Frenchtown, and had his leg crushed by a portion of the train passing over it near the ankle, requiring amputation. John Sands, conductor; Joseph Warner, engineer. Both retained in employ of the Company.

On the evening of August 19th, a little boy named James Terrell was found lying dead upon the track near Milford, after the passage of a coal train, having probably been run over by the train. James Wilkins, conductor; Daniel Scudder, engineer. Both retained in employ of the Company.

CHAS. SITGREAVES,
Pres't of the Belvidere Delaware Railroad Co.

State of New Jersey, ss: Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn on his oath saith, that he verily believes the statements made in the foregoing report to be true.

CHAS. SITGREAVES.

Sworn and subscribed January 26th, A. D. 1864, before me,
J. F. DUMONT, *M. C.*

R E P O R T

OF THE

FLEMINGTON R. R. AND TRANSPORTATION CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The report of the Flemington Railroad and Transportation Company for the year commencing January 1, 1863, and ending January 1, 1864, shows:

Capital stock of company paid in,	\$150,011 00
Funded debt,	97,600 00
Other indebtedness,	107,988 20
Cost of road and appurtenances,	\$304,186 85

The road has been worked by the Belvidere Delaware Railroad Company during the past year.

The receipts from the business of the road have been

From passengers,	\$ 8,990 55
" freight,	6,559 37
" coal,	521 33
" mails,	644 00

	<hr/>
	\$16,715 25
Expenses of working the road,	15,357 60
Other expenses,	1,250 00

No dividends have been declared.

No person has been injured on the road during the year.

State of New Jersey, } ss.
Hunterdon County, }

Charles Bartles, president of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing statement and report is just and true according to the best of his knowledge, information and belief.

C. BARTLES.

Sworn and subscribed before me
this 28th January, 1864.

B. VANSYCKEL,
Supreme Court Commissioner.

R E P O R T

OF THE

FREEHOLD & JAMESBURG AGRICUL'AL R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In compliance with an act of the Legislature "respecting reports of railroad and other companies," the Freehold and Jamesburg Agricultural Railroad Company submit their annual report for the year 1863.

Capital stock paid in,	\$230,844 80
Cost of road and equipment,	230,022 12

RECEIPTS.

From passengers,	\$14,432 62
" freight,	21,864 30
" U. S. Mail,	643 10
	\$36,940 02

The expenses for working the road, including repairs, maintenance of way, motive power and contingencies,	
	21,588 43

Dividends paid,	
	\$15,401 59
	12,675 00

Passengers transported,	57,339½
Tons of freight,	24,957
Miles run by passenger trains,	16,011
Miles run by freight trains,	7,286

ACCIDENTS.

April 18th.—Charles H. Haviland, conductor of passenger train, broke his right leg in stepping off the train at Jamesburg; he is now well and on duty. Charles S. Worts, engineer; still employed by the company.

December 2d.—Miss Henrietta Story, jumped from the morning train up as it was passing Tracey's Station; she was considerably bruised, but not seriously injured; she was not seen by any person connected with the train. Charles H. Haviland, conductor, Alfred A. Miller, engineer; both continued in service.

December 11th.—Thomas Kennedy, one of the gang of laborers, was found dead on the track between Huffman's and Tracey's Stations; it is supposed he fell from and was run over by the freight train on its down trip the night previous. Charles S. Worts, engineer, and S. H. Appelget, conductor; both still in the employ of the company.

State of New Jersey, ss.

Personally appeared before me, one of the masters in Chancery of New Jersey, William D. Davis, president of the Freehold and Jamesburg Agricultural Railroad Company, who being duly sworn, on his oath doth declare, that the foregoing report is true according to the best of his knowledge and belief.

W. D. DAVIS.

Sworn and subscribed before me, at Freehold, this 27th day of January, A. D. 1864, before me,

A. R. THROCKMORTON, *M. C. C.*

REPORT

OF THE

BURLINGTON COUNTY RAILROAD CO.

FOR THE YEAR 1863.

Annual report of the Burlington County Railroad Company, containing an account of the capital stock actually paid in, the amount of funded and other debts of said company, and the receipts and expenditures for working the road, also the receipts for passengers, freight, &c. for the year ending December thirty-first, A. D. one thousand eight hundred and sixty-three (1863).

The capital stock actually paid in for 7,050 shares

(a) \$25 per share,

\$176,250

Borrowed on mortgage bonds,

50,000

\$226,250

The debts may amount to about

12,000

The cost of the road, buildings, wharf, locomotives,
cars, &c., about

236,949

The road and equipments are not completed.

The following exhibits the receipts and disbursements of the Burlington County Railroad from January 1st to December 31st, 1863:

RECEIPTS.

For amount received for passenger travel,

\$24,381 37

“ “ “ freight,

8,776 00

“ “ “ U. S. mail,

381 73

“ “ “ rents,

48 75

\$33,587 85

DISBURSEMENTS.

By pay roll,	\$5,709 04
“ superstructure,	6,080 79
“ wood,	3,846 98
“ interest on bonds,	3,000 00
“ locomotives and cars,	1,100 51
“ taxes,	1,513 93
“ ferriages,	1,160 93
“ expenses,	963 99
“ printing,	569 44
“ wharf,	505 59
“ oil,	316 58
	<hr/> 24,217 78

The State of New Jersey, } ss.
Burlington County, }

Charles Bispham, of Mount Holly, Burlington county, New Jersey, being duly sworn according to law, on his oath saith, that he is the president of the Burlington County Railroad Company; that the annexed report contains a statement of the operations, &c., of said company for the year ending December 31, 1863, and is made in accordance with the act of the Legislature of the State of New Jersey, entitled “An act respecting annual reports to the Legislature of railroads and canal companies,” approved February 24, 1852; and that the matters and things set forth in said report are in all things just and true, according to the best knowledge and belief this deponent.

CHAS. BISPHAM.

Sworn and subscribed this 30th day
of January, A. D. 1864, before
me.

FRANK B. LEVIS, *M. C. C.*

Filed February, 1864.

REPORT

OF THE

MORRIS CANAL & BANKING COMPANY,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Capital stock paid in,	\$2,200,000 00
Debts funded and other,	841,039 77
Cost of Canal and appurtenances,	2,970,206 02
Repairs of 1863,	95,759 08
Navigation and lock tending,	38,858 90
Superintendence and management,	22,787 51
Income from passengers, toll and other sources,	375,760 10
Dividends paid in cash,	117,500 00

State of New Jersey, } ss.
Hudson County, }

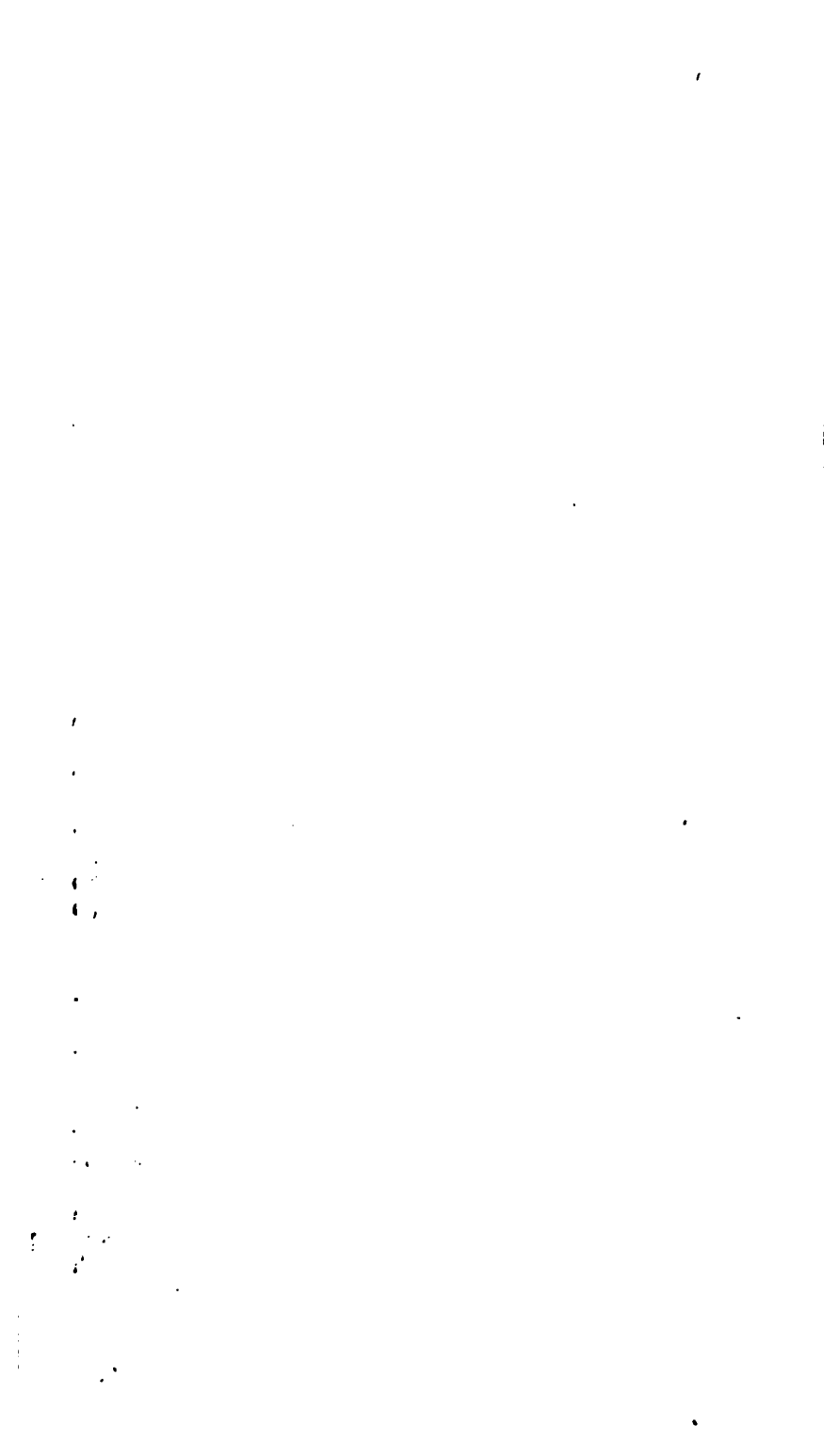
Before me personally appeared Ephraim Marsh, who by me being duly sworn according to law, doth depose and say:

That he is the President of the Morris Canal and Banking Company, that the foregoing is a correct statement as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and the amount of funded and other debts of said company, also of the cost of the canal and appurtenances, also of the expenditure for repairs, superintendence and management of the same, also the income during the year eighteen hundred and sixty-three, from passengers, tolls and other sources, and the amount of dividends and how paid, arranged as above set forth under their appropriate heads.

EPHRAIM MARSH.

Subscribed and sworn before me, at Jersey City, this twentieth day of January, A. D. 1864.

JAMES FLEMMING, M. C.



REPORT

OF THE

N. J. RAILROAD & TRANSPORTATION COMPANY

TO THE

LEGISLATURE OF NEW JERSEY, FOR 1863.

In obedience to an act passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of railroads and other companies," the New Jersey Railroad and Transportation Company present the following report:

Capital stock,		\$4,397,800 00
Funded debt, including \$485,000, the cost of the property and the privileges purchased of the Jersey Associates,		642,500 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below,	\$523,183 42	
Less amount paid for relaying road with new rails and other improvements,	43,796 34	
		\$479,387 08
Dividend 1st January, payable 1st February, 1864,		219,887 50
		<u>\$5,739,574 58</u>

COST OF RAILROAD AND EQUIPMENTS.

For gradation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engineering, land and land damages,	\$3,640,516 65
Locomotives, tenders and snow plows,	223,343 00
Cars, passenger, freight, and baggage,	225,170 00

PROPERTY, VIZ.:

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey Associates for \$485,000.)	\$1,461,305 92
Cash in bank and cash items, and balance due on demand,	189,239 01
	<hr/>
	1,650,544 93 \$5,739,574 58

OFFICE NEW JERSEY RAILROAD COMPANY,
January 28, 1864.

A. L. DENNIS,
President.

H. J. SOUTHMAYD,
Treasurer.

F. WOLCOTT JACKSON,
Secretary and Gen'l Sup't.

RECEIPTS.

From passengers,	\$956,688 56
“ freight;	161,580 86
“ U. S. mail, rents, express, freight and other sources,	168,380 70
	<hr/>
	\$1,286,600 12

EXPENSES.

Maintaining railroad, bridges and buildings,	\$109,885 92
Repairs of locomotives, cars and machinery,	88,721 46
Fuel, cost and labor in preparing,	107,915 90

Operating the road and transporting passengers and freight,	273,194 64	
Office expenses, salaries and contingencies,	11,967 82	\$591,685 74
		<hr/>
		\$694,914 38
Interest on bonds,	\$41,050	
Transit duty on passengers and freight,	28,913 60	
State tax on capital stock,	21,989 00	
Government tax,	40,020 13	
Dividends in cash, August and February,	439,775 00	
Profit and loss, to surplus earnings,	123,166 65	
	<hr/>	\$694,914 38

OPERATIONS OF THE COMPANY DURING THE YEAR 1863.

The number of passengers and tons of goods, wares and merchandise transported over the New Jersey Railroad during the year 1863.

Passengers passing over the whole line of the road,	583,918½
Between Jersey City and Newark,	1,495,387½
“ “ Elizabeth,	324,626½
“ “ Rahway,	79,330½
“ “ Uniontown and Metuchin,	10,128
“ “ New Brunswick,	108,985½
“ All intermediate places,	386,801
	<hr/>
Total, two millions, nine hundred and eighty-nine thousand, one hundred and seventy-seven and a half, (not including commuters and free passengers,)	2,989,177½

GOODS, WARES AND MERCHANDIZE.

Passing over the whole line of the road,	23,333½ tons.
Between Jersey City and Newark,	56,144 “
“ “ Elizabeth,	5,634 “
“ “ Rahway,	4,610 “
“ “ New Brunswick,	19,958½ “
Between all intermediate places,	57,438 “
	<hr/>
Total, one hundred and sixty-seven thousand, one hundred and eighteen,	167,118 “
Number of miles run by passenger, freight and other trains,	567,982 -

State of New Jersey, ss.

Alfred L. Dennis, president of the New Jersey Railroad and Transportation Company, being duly sworn, on his oath says, that the within report and annexed statement are true to the best of his knowledge and belief.

A. L. DENNIS,
President.

Sworn and subscribed before me this 27th day of January, A. D. 1864.

D. W. BALDWIN,
Master in Chancery.

Accidents that have occurred during the year 1863 on the New Jersey Railroad, and the cause of the same, with the names of the persons injured, and the extent of their injuries; also the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the company.

February 25th, 1863.—A boy named James Smith, (not a passenger,) jumped from the nine o'clock train at Kinney street, Newark, breaking his leg. He was taken to his home. N. L. Douglass, conductor; Jas. R. Smith, engineer.

April 3d.—As the seven P. M. train from New York was entering Passaic Bridge, the baggage car jumped the switch, causing two cars to go down the embankment, injuring a man named Richards and another named Riker, and slightly injuring four others. Thomas Doughty, conductor, Hummell, engineer.

April 24th.—A man was picked up near the Wheatsheaf, lying on the track, named John Lapham, Co. G, 19th Connecticut; was taken to the Newark Hospital, where he died. Amos McDonald, conductor.

May 12th.—An unknown man was killed while walking on the track between Elizabeth and Newark. The whistle was blown; he paid no attention to it. A. Jacobus, engineer, N. Harring, conductor.

June 12th.—A man, name unknown, was killed while walking on the track near the canal bridge, Newark, by the engine of the Philadelphia train. J. Headden, conductor. Still in the employ of the company.

July 1st.—A woman was killed near the "Six Roads" by the Philadelphia train; as the train approached her she stepped directly in front of the engine. Amos McDonald, conductor, John Campbell, engineer; still in the employ of the company.

July 17th.—A child was killed by the engine of the 4 P. M. train, while playing on the track at the Chestnut street depot, Newark. Wm. Page, engineer, John Headden, conductor.

August 22d.—Owen Whaling, an employee, was run over and killed, near the shop at Jersey City, by the backing down of a train. Engineer, Daniel Crowley; still in the employ of the company.

August 24th.—A woman named Jane Perkins, about sixty years

of age, was killed near the "Point of Rocks" by the Philadelphia train; she was walking on the track and paid no attention to the engine. Jas. Smith, engineer; still in the employ of the company.

September 1st.—A soldier named Wm. McKinley fell from the side door of a car while leaning out while the train was in motion, below Elizabeth, and was killed. John Headden, conductor.

September 9th.—Jas. Nichols, Company I, 4th Michigan, while attempting to cross the track at the Centre street station, was struck by an engine and slightly injured. Wm. Campbell, conductor; still in the employ of the company.

September 30th.—A colored man named Andrew T. Ennis was killed at Jersey City by jumping from a train while in motion. Thomas Doughty, conductor; still in the employ of the company.

October 1st.—A boy named Asher Sloat was killed at Newark, by falling from a coal train while in motion; he attempted to jump from one car to another, when he fell. N. L. Douglass, conductor.

October 6th.—A woman named Sullivan was killed at East Newark, while in a state of intoxication, while walking on the track. J. Counsellor, conductor.

October 7th.—Stephen Loup was struck by the engine of the 5 P. M. train from New York, while lying upon the track; he was picked up and taken to Rahway, where he died. J. Van Pelt, conductor, E. Hutton, engineer.

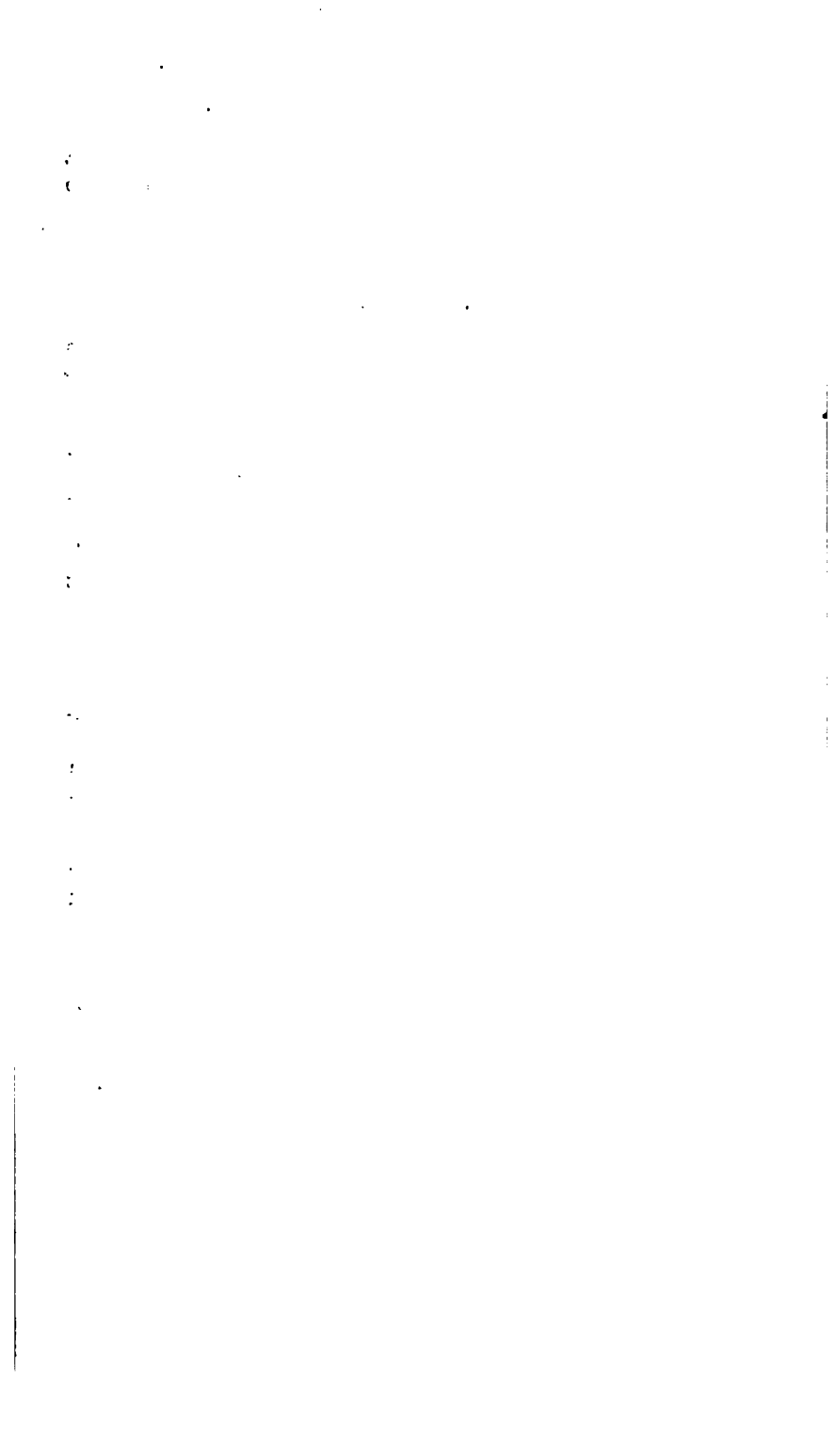
October 8th.—A woman named Mary Gallagher was struck by an engine at Newark avenue, while crossing the track, and was killed. George Woolsy, engineer, J. Counsellor, conductor.

November 16th.—Patrick Grady, a soldier, was struck by the engine of the New Brunswick train, near Metuchin; he was walking on the side of the track, and when the engine approached, he stepped into the track and was slightly injured.

I certify the foregoing statement to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,
Assistant Superintendent.

January 19th, 1864.



REPORT

OF THE

MILLSTONE & NEW BRUNSWICK RAILROAD CO.

FOR THE YEAR 1863.

Length of road, miles, 6 ⁶³ / ₁₀₀	
Capital stock paid in,	\$102,365 00
Floating debt,	8,749 00
	<hr/>
	\$111,114 00
Cost of railroad to date, for gradation, masonry, super- structure, iron, passenger and freight stations, land damages, and engineering,	\$111,114 00

PASSENGERS.

Over the whole line of road between New Brunswick and East Millstone,	10,918
Between New Brunswick and Middlebush,	3,322½
“ “ “ “ Voorhees,	1,666
Intermediate places,	638
	<hr/>
Total passengers,	16,544½
Number of tons of goods, wares, etc.,	12,220

RECEIPTS.

Passengers,	\$3,478 61
Freight,	7,832 21
	<hr/>
Expenses,	\$10,810 82
	5,171 20
	<hr/>
Balance,	\$5,639 62

New Jersey,
Hudson County, } ss.

Isaac R. Cornell, being duly sworn, on his oath saith, that he is the president of the Millstone and New Brunswick Railroad Company, and that the above statement and report, to the best of his knowledge and belief, is true and correct.

ISAAC R. CORNELL,
President.

Sworn to and subscribed this 6th day of February, A. D. 1864, at Jersey City.

L. ZABRISKIE,
Supreme Court Comm'r.

REPORT

OF THE

MORRIS & ESSEX RAILROAD COMPANY,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Capital stock,	\$1,157,800 00
Funded debt,	340,000 00
Floating debt,	87,079 84
Contingent fund,	264,746 00

\$1,849,625 84

Cost of road and its appendages,	\$1,674,061 41
Capital stock of the Newark and Bloomfield Railroad Company,	55,000
Capital stock Telegraph Company,	2,000
Wood on hand paid for,	7,000
Cash and cash items,	111,564 43
	<hr/> \$1,849,625 84

Income from passengers, freight and other sources during the year.

From passengers,	\$175,087 11
“ freight,	101,286 75
“ Hoboken Land and Improvement Company,	9,217 70
“ mails, rents and sundries,	8,266 13

\$298,857 69

Paid for repairs, maintenance of way, motive power and contingencies,	\$190,211 83
Paid interest on funded debt of company,	23,255 00

DIVIDENDS.

Two semi-annual dividends have been made during the year, payable in cash, and amounting to eighty-one thousand and forty-six dollars,

\$81,046 00

NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year five hundred and ninety thousand seven hundred and seventy-three (590,773) passengers, exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS.

Passenger trains,	129,721 miles.
Freight,	40,940 "
Wood and gravel,	5,120 "

ACCIDENTS.

April 21st.—Charles Stewart attempting to step on the freight train in motion at Newark, fell between the cars and was killed. The county physician deemed no inquest necessary. Thomas Keenan, engineer, and Samuel Talmadge, conductor. Both retained in service.

September 23d.—George Franks an employee of the Sussex Railroad Company, died of injuries received in a collision between an extra passenger train from the Sussex Railroad, and a regular freight train on the Morris and Essex Railroad. The Coroner's jury censured the engineer and conductor of the passenger train. Thomas Keenan, engineer, and Samuel Talmadge, conductor of freight train; John Robison, engineer, and A. B. Roff, conductor of passenger train. All retained in their positions.

November 25.—David C. Headley was run over by the night freight train while lying on the track, and killed; no inquest was deemed necessary by the county physician. Samuel Baldwin, engineer, and H. A. Opdyke, conductor. Both still in the service of the company.

December 3d.—Thomas Conley a brakeman in the employ of the company, was knocked from the top of a freight car and killed, no blame attached to the company. Samuel Baldwin, engineer, and H. A. Opdyke, conductor. Still in the service of company.

W. N. WOOD,
President, pro tem.

*New Jersey, Morris }
County. } ss.*

William N. Wood, President, pro tem, of the Morris and Essex Railroad Company, being duly sworn on his oath saith, that the facts,

matters and things in foregoing statement and report contained are true, to the best of his knowledge, information and belief.

W. N. WOOD,
President, pro tem.

Sworn and subscribed before me, this 27th
day of January, A. D. 1864.

A. G. SAYRE, *M.C.*, N. J.



REPORT

OF THE

NEWARK AND BLOOMFIELD R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Annual report of the Newark and Bloomfield Railroad Company to the Legislature of the State of New Jersey, showing the condition of the company on the first day of January, 1864, and their operations for the year 1863.

Amount of capital stock paid in,	\$103,890 00
Cost of road and its appendages to date,	112,051 36
Income from passengers, freight, etc.,	24,435 20
Paid for repairs, maintenance of way and contingencies,	20,794 92
Wood on hand (paid for),	2,000 00

One dividend has been paid during the year of five per cent. on the capital stock, amounting to \$5,180.

There has been transported on the road during the year 131,023 passengers, exclusive of commuters and those who ride free, as follows :

Between Newark and Roseville,	5,369
“ “ “ Bloomfield,	79,084
“ “ “ Montclair,	40,866
Way passengers,	5,704
Total,	131,023

The number of miles run during the year is 24,845.
No serious accident has occurred on the road.

IRA DODD,
President.

New Jersey,
Essex County, } ss.

Ira Dodd, president of the Newark and Bloomfield Railroad, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing statement and report are true to the best of his knowledge and belief.

IRA DODD,
President.

Sworn and subscribed before me, this 27th day of January, 1864.
A. G. SAYRE, *M. C.*

R E P O R T

OF THE

CENTRAL RAILROAD COMPANY OF NEW JERSEY

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled "An Act respecting annual reports to the Legislature of railroad and other companies," passed February 24th, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st of January, 1864.

Capital stock,	\$4,620,160 00
First mortgage bonds,	1,400,000 00
Second mortgage bonds,	600,000 00
Quarterly dividend, 2½ per cent., due January 15th,	110,354 67
Interest accrued, not yet due,	47,833 33
Accounts payable,	292,277 06
Balance to credit of renewal fund,	638,254 87
	<hr/>
	\$7,708,879 98
	<hr/>

Railroad,	\$4,592,747 43
Expenditures on extension to Jersey City,	252,125 85
Land and wharves at Elizabethport,	302,476 37
Station houses, shops, &c.,	136,000 00
	<hr/>
Engines,	\$467,500 00
Cars,	305,500 00
	<hr/>
	\$5,283,349 65
	<hr/>
	773,000 00

Ferry interest and boats,	\$307,150 00	
Other property, fuel, materials on hand, etc.,	920,801 72	1,227,951 72
		424,578 56
Cash and accounts receivable,		
		<u>\$7,708,879 93</u>

RECEIPTS AND EXPENSES FOR 1863.

Ordinary Receipts.

Passengers,	\$287,959 28	
Merchandise,	605,335 27	
Coal,	1,021,151 57	
Mail, express, rents, etc.,	27,530 34	
		<u>\$1,941,976 46</u>

Ordinary Expenses.

Running Expenses,	\$156,457 20	
Wood consumed,	61,708 30	
Coal consumed,	113,980 04	
Repairs of road,	136,518 83	
Repairs of engines,	53,193 22	
Repairs of cars,	30,607 37	
Repairs of buildings, bridges, etc.,	40,792 51	
Ferry expenses,	72,121 05	
Expense account,	32,470 37	
Miscellaneous expenses,	25,877 86	
Car service,	91,005 69	
		<u>\$814,732 44</u>

Balance net earnings,		\$1,127,244 02
Deduct interest account,	\$147,711 30	
“ taxes for 1863,	24,576 26	
“ United States taxes,	21,731 05	
“ dividends,	401,578 12	
		<u>592,596 73</u>

Balance transferred to renewal fund,	<u>\$531,647 29</u>
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DIVIDENDS.

Regular quarterly dividends of two and a half (2½) per cent. each have been made during the year, payable in April, July, October and January, amounting in the whole to ten (10) per cent.

MILES RUN BY TRAINS.

Miles run by passenger trains,	214,483
“ “ merchandize “	187,153
“ “ coal “	383,451
<hr/>	
Total by transportation trains,	785,093
Miles run by wood trains,	1,663
“ “ gravel “	12,145
“ “ construction trains,	13,140
<hr/>	
Total miles run by trains.	812,041

TABLE OF PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR 1863, COMPARED WITH 1862.

STATIONS.	1863			1862		
	TO.	FROM.	TOTAL.	TO.	FROM.	TOTAL.
New York,	167 933	175,973½	343 903½	142,853	151,062	293,915
Bergen Point.	26,996	26 167	53,163	21,032	23 262	44,294
Mariner's Harbor,	13 761	11,241	25,002	11 901	11 537	23,438
Elizabethport,	47 392½	54 165½	101,558	38,362	44,326	82 688
Elizabeth,	36,074	29,491½	65,565½	26,427	22 679	49,106
Newark,	13 915	15,127½	29,042½	9 683	10,567	20,250
Mulford,	6 390½	6,284	12,674½	4,587	4,272	8 859
Craneville,	5,774	5,579	11,353	4,497	4,481	8,978
Westfield,	8 151	7,845	15,996	5 746	6,022	11,768
Scotch Plains,	7 266½	7,485½	14,692	4,987	5,564	10 551
Plainfield,	35 064	34 961½	71,125½	25,632	27,439	53 071
New Market,	6,827½	6,701½	13,529	4,685	4,830	9,515
Bound Brook,	13 345½	13,954	27,299½	9,447	10,424	19,871
Somerville,	22,697	23,185	45,882	13 706	14,432	28 138
Raritan,	2 279	2,036½	4,315½	1,620	1 569	3,189
North Branch,	2 963½	2,972	5,940½	2 199	2,123	4 327
White House,	9 486	8,971	18,457	7,116	7,216	14 332
Lebanon,	2,387½	2,464½	4,852	1,632	1,776	3,408
Clinton,	6,830	7,024½	13,854½	5,159	5,575	10,734
High Bridge,	3 539	3,661	7 191	2 945	3 258	6,203
Clarksville,	1 622	1,531½	3,153½	953	912	1,865
Junction,	20,442	19,710½	40,152½	13,566	13,793	27,359
Asbury,	3 691½	3,716	7,407½	2,935	2 919	5,854
Valley,	2,129½	2,043	4,172½	1,172	1,242	2,414
Bloomsbury,	3 936½	4,035	7,961½	2,632	2,766	5 398
Springtown,	2,192½	2 173	4,365½	1,019	1,025	2,044
Phillipsburg,	4 937½	9,076½	14,014	4,734	6,730	11,464
Easton,	19,506½	12,952	32 458½	10 106	8 415	18,521
Lehigh Val. R. R.,	7,264	6,491½	13 755½	5 169	4,059	9,228
East Penna. R. R.,	24,299½	21,997	46,296½	33,301	15,523	48,824
<hr/>		<hr/>		<hr/>		<hr/>
	529,017	529,017	1,058,034	419,803	419,803	839,606

	1863.	1862.
Number of passengers carried,	529 017	419,803
Number of passengers carried one mile,	13,186 971	11 759,879

TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR 1863, COMPARED WITH 1862.

	1863. TONS.	1862. TONS.
Between New York and Bergen Point,	1,589	1,224
“ “ “ Mariner's Harbor,	775	565
“ “ “ Elizabethport,	10,974	10,136
“ “ “ Elizabeth,	10	20
“ “ “ Craneville,	282	392
“ “ “ Westfield,	361	334
“ “ “ Scotch Plains,	1,154	901
“ “ “ Plainfield,	2,965	2,600
“ “ “ New Market,	640	767
“ “ “ Bound Brook,	600	576
“ “ “ Somerville,	2,387	1,970
“ “ “ Raritan,	2,993	3,024
“ “ “ North Branch,	2,503	3,286
“ “ “ White House,	2,495	2,002
“ “ “ Lebanon,	1,477	1,129
“ “ “ Clinton,	4,821	4,797
“ “ “ High Bridge,	1,451	1,094
“ “ “ Clarkesville,	860	579
“ “ “ Junct. Del., L. & W.,	32,382	29,392
“ “ “ New Hampton,	1,351	811
“ “ “ Asbury,	486	243
“ “ “ Valley,	686	271
“ “ “ Bloomsbury,	632	372
“ “ “ Springtown,	513	419
“ “ “ Philipsburg,	2,186	3,069
“ “ “ Easton,	12,785	9,416
“ “ “ Lehigh Valley R. R.,	11,077	8,880
“ “ “ East. Penna. “	54,786	46,312
“ Elizabethport and New Hampton,	617,749	498,785
“ “ “ Philipsburg,	479,259	362,068
“ Elizabeth and New Hampton,	11,385	4,463
“ “ “ Philipsburg,	60,927	31,788
“ all intermediate stations,	69,818	52,003
Total number of tons,	1,394,359	1,083,757

	1863		1862	
	TONS CARRIED.	MILES.	TONS CARRIED.	MILES.
Merchandise,	263,625	13,540,017	196,985	11,168,060
Iron,	80,853	5,172,456	70,202	4,487,108
Coal,	1,049,881	56,795,557	816,570	43,447,732
	1,394,359	75,508,030	1,083,757	59,102,900

ACCIDENTS IN 1863.

On the 29th of January.—The western express and coal train came in collision on a sharp curve near Bloomsbury. The fireman John Dickey, in attempting to jump off was seriously injured, and died the next day. The engineer was discharged; F. P. Hill, conductor, still in the employment of the company.

On the 13th of March.—Mrs. O. Browne was run over by a coal train near Schenck's Station, and instantly killed; she was walking along side the track, and stepped upon it directly in front of the engine. Levi Naylor engineer, and conductor still in the employment of the company.

On the 17th of March.—A. F. Herring in attempting to get on the train when in motion, near Plainfield Station, fell between the cars, was run over, and died next day. Preston Moffatt, engineer and conductor, still in the employ of the company.

On the 7th of May.—Moses Kuckendople a lad about nine years old, in attempting to jump upon a coal train as it was approaching Philipsburg, was run over and instantly killed. E. Applegate, engineer and conductor, still in the employ of the company.

On the 27th of May.—M. Munday in attempting to get on a coal train as it was passing Plainfield Station, fell between the cars and was instantly killed. John McCall, engineer and conductor, still in the employment of the company.

On the 29th of May.—Richard Hoagland one of the employees of the company at Somerville Station, was run over and instantly killed by a freight train, in drilling in some cars loaded with cross-ties. He was standing on the two cars in the act of coupling them, lost his balance and fell between the cars on the track. J. W. Mulford, engineer and conductor, still in the employ of the company.

On the 5th of June.—There was an unknown man found under some loaded coal cars standing on Crane and Trubb's siding at Elizabeth. He was supposed to be a boiler maker by trade, from some tools found in a carpet bag belonging to him. There were three trains of cars put into the siding during the night, making it impossible to know which train run the cars over him.

On the 13th of June.—Patrick Larick one of the laborers on North Branch Station, was run over by the 3.50 p. m. line from New York, and instantly killed. He was under the influence of liquor at the time. H. A. King, conductor; John Alpaugh, engineer. Both still in the employ of the company.

On the 12th of August.—John Stone had his arm so far out of the car window when the train was crossing High Bridge, that it struck against a temporary obstruction and was broken. T. D. Voorhees, conductor; S. Field, engineer. Both still in the employment of the company.

On the 22d of August.—Charles Echralen in crossing the track above Elizabeth with his wagon, was struck by the express freight

train, throwing him out and killing him instantly. The accident happened about 11 p. m. No blame was attached to the company by the Coroner's jury. John Mulford and G. Bishop conductor. Both still in the employ of the company.

On the 12th of September.—John Lyons one of the employees of the company, while in the act of brakeing a train of loaded cars from the hill down on the Dock at E. Port, fell between the cars, was run over, and instantly killed.

On the 17th of October.—Peter Dalrymple a brakeman on coal train, while making up his train at Philipsburg, fell between the cars, and was run over and so severely injured, that he died in about two hours. L. Coggsell, engineer and conductor still in the employ of the company.

On the 6th of November.—Engine Mercer attached to a coal train, ran off the switch near the Glass Works in Port Avenue and upset. One of the brakemen J. Curtendale, had his foot badly crushed, so that part of it had to be taken off. J. W. Mulford, engineer and conductor, still in the employment of the company.

JOHN TAYBRO JOHNSTON,

President.

Sworn to before me, this 5th day of February, 1864.

ED. RANDOLPH ROBINSON,

Commissioner for the State of New Jersey.

REPORT

OF THE

WARREN RAILROAD COMPANY

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports of railroads and other companies," passed 22d February, 1852, the Warren Railroad presents the following report of the condition of its affairs up to the 1st January, 1864 :

Capital stock issued and actually paid	
in,	\$1,408,300 00
First mortgage bonds, due 1875, sold,	600,000 00
	<hr/>
	\$2,008,300 00

Which is the total cost thus far of the Warren Railroad, including lands for right of way, depot buildings, cost of tunnells, bridges, viaducts, &c.

EARNINGS OF THE ROAD FROM JANUARY 1ST TO DEC. 31ST, 1863.

From passengers,		\$ 19,925 06
" freight,		
" coal,	\$171,906 48	
" merchandise,	72,688 55	
" express,	1,827 18	
	<hr/>	246,422 16
From transportation of mail,		1,446 76
" telegraph,		247 89
		<hr/>
		\$268,041

The running expenses of the road, including depot agents, telegraph, track men and foremen, new rails and ties to replace those worn out, repairs to road bed, tunnells, bridges, viaducts, fencing, &c.,

\$134,020 94

\$134,020 93

Interest paid on \$600,000, first mortgage bonds, 7 per cent.,

42,000 00

Amount of U. S. government tax paid on stock dividends, 3 per cent.,

2,954 28

\$449,954 28

\$89,066 66

Amount applicable to paying a dividend of 6 33-100 on

\$1,406,800

Capital stock issued previous to 15th October, 1863,

89,050 44

\$16 22

Leaving a balance applicable to debts of

\$16 22

Total number of passengers carried,
Through,
Way,

49,809½

21,434½

28,375

TONNAGE.

Total number of tons carried,
Number of tons carried

956,141

Coal,
Merchandise,
Express,

Through.

624,743

Way.

170,434

77,325

82,124

1,340

175

703,408

252,733

Of the way coal transported, 162,030 tons 1,900 lbs., were delivered at Washington, a distance of 14 miles,
6,844 tons 1,840 lbs. at Oxford, 11 miles,
1,741 tons 860 lbs., at Bridgeville, 6 miles,
817 tons 520 lbs., at Delaware Station, 1 mile,

\$28,355 40

888 28

139 81

3 96

624,742 tons 2,220 lbs., New Hampton,
18½ miles,

142,519 48

\$171,906 43

The company owe no debts except Government taxes paid on passengers by connecting company. The proportion due by this company not having been rendered to them, has not been deducted from this year's earnings, as shown by the above statement, together with three unsettled right of way cases, and some unadjusted fencing.

No injury is reported to have occurred to any person on the trains during the past year.

The Warren Railroad is now about completed, commencing on the west bank of the river Delaware, at the terminus of the Delaware, Lackawanna and Western Railroad, and extending from there to its junction with the Central Railroad of New Jersey at New Hampton, a distance of eighteen and one-quarter miles, having cost two million, eight thousand, three hundred dollars (\$2,008,300), making one of the most expensive roads in this country, in proportion to its length, owing to the necessity of bridging the Delaware, and the construction of the Van Ness gap and the Vass gap tunnells, together nearly a mile in length, through solid rock, in order to bring the grade to a level, or not exceeding twenty-one feet to the mile. But, notwithstanding its immense cost, the road bids fair to earn its stockholders a remunerating dividend.

The earnings of the past year would have been considerably larger had it not been for the detention occasioned by the strikes and riots in the Pennsylvania coal regions, which materially lessened the tonnage of the road.

Owing to the completion of the Van Ness gap tunnelling, the expense of operating the road has been somewhat less than that of the preceding year, notwithstanding the enormous increase in the price of labor, and the cost of iron and every other kind of material used in building and operating railroads.

All of which is respectfully submitted.

JOHN I. BLAIR,
President Warren R. R. Co.

State of New Jersey, }
Warren County, } ss.

John I. Blair, of full age, being duly sworn, on his oath saith, that the facts, matters and things set forth in the above report, which is signed by him, are true in all things to the best of his knowledge and belief.

Sworn and subscribed before me, at Blairstown, N. J., this 30th day of January, 1864.

MARSHALL HUNT, *M. C.*

REPORT

OF THE

SOUTH BRANCH RAILROAD COMPANY

FOR THE YEAR 1863.

In conformity with an act of this State, requiring annual reports to the Legislature of railroad and canal companies, approved February 24, 1852, the South Branch Railroad Company makes the following report:

Amount of work done to January 1, under the head of	
grading and construction account,	\$155,498 97
Paid on account of right of way,	54,474 04
Amount received on capital stock,	339,500 00

The contractor is paid regularly each month, less a reservation of ten per cent., which will be paid upon the satisfactory completion of the work.

The estimated cost is about \$340,000, the amount of capital subscribed.

The grading of the main track is nearly completed. Some depot grounds remain to be graded.

Two river bridges are framed and ready to be put in position.

There are now about five miles of track laid, and the entire work looks like a speedy completion.

State of New Jersey,
Hunterdon County, } ss.

Joseph Thompson, President of the South Branch Railroad Company, being duly sworn according to law, on his oath saith, that the foregoing report is just and true, according to the best of his knowledge, information and belief.

JOSEPH THOMPSON.

Sworn and subscribed before me, February 8th, 1864.

PETER D. ROCKAFELLOW,
Justice of the Peace.

REPORT

OF THE

CAMDEN AND ATLANTIC R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to the act of Assembly passed February 24th, 1852, entitled "Act respecting annual reports to the Legislature of railroads and canal companies," the Camden and Atlantic Railroad Company presents the following report.

Capital stock paid in,	\$1,043,043 06
Funded debt,	1,035,275 80
Floating debt,	91,251 46
Cost of road and equipment,	1,872,247 02
Interest paid during the year 1863,	83,472 49

RECEIPTS OF ROAD FOR 1863.

From passengers,	\$109,853 37
" freight,	52,030 20
" other sources,	8,670 69
	<hr/>
	\$165,554 26

EXPENSES OF THE ROAD FOR THE YEAR 1863.

For working said road, including repairs, maintenance of way, motive power and contingencies,	\$118,282 15
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ACCIDENTS.

Henry Nicholson, a boy, aged about twelve years, was run over by an engine, while attempting to cross the track during a sudden and violent storm of wind. Had both feet crushed, and died after lingering two weeks. A. H. Boardmen, conductor; Charles Clendening, engineer. Both retained.

Fenton Pennington, a boy, aged five years, was run over by the cars, while running by side of train. In jumping on and off of track, he stumbled and fell; both feet crushed; died after one day's sufferings. Orson Beecher, conductor; John Hutchinson, engineer. Both retained.

Wm. A. Cushalee, a man lying on the track, drunk, was instantly killed by being run over by train. O. Beecher, conductor; John Hutchinson, engineer. Both retained.

G. V. Greer had a foot crushed while attempting to jump on cars when the train was in motion. O. Beecher, conductor; Jno. Hutchinson, engineer. Both retained.

ROBT. FRAZER,

Pres't Camden and Atlantic R. R. Co.

State of Pennsylvania,
City and County of Philadelphia, } ss.

Be it remembered, that on this 23d day of January, 1864, before the subscriber, a commissioner for the state of New Jersey, to take the acknowledgment of deeds, etc., and to administer oaths, personally appeared Robert Frazer, known to me to be the individual named in and who signed the above report, who, being duly sworn, doth depose and say, that the facts and statements contained therein are true. All which I certify under my hand and seal.

CHARLES SERGEANT,

Commissioner of New Jersey.

REPORT

OF THE

WEST JERSEY RAILROAD COMPANY

FOR THE YEAR 1863.

In compliance with the act of the Legislature of New Jersey, approved February 24th, 1852, and a supplement, approved March 11th, 1853, the West Jersey Railroad presents the following report, for the year ending December 31st, 1863:

Capital stock paid in,	\$586,110 00
Loan at six per cent.,	500,000 00
Total cost of road and appendages,	971,917 67
Receipts from passengers, freights, mails, &c., during the year,	140,389 49
Current expenditures during the year,	80,124 22
Number of passengers carried during the year,	200,371½
 Tonnage, amount received,	 21,106
Tonnage, amount forwarded,	16,393
	<hr style="width: 10%; display: inline-block; vertical-align: middle;"/> 37,499

MILES RUN BY LOCOMOTIVE.

Passenger trains,	60,371
Freight trains,	23,788
	<hr style="width: 10%; display: inline-block; vertical-align: middle;"/> 84,159

No accident or casualty has occurred on the West Jersey Railroad during the year.

State of New Jersey, ss :

Personally appeared before me, the subscriber, one of the Masters of the Court of Chancery of said State, Robert F. Stockton, President of the West Jersey Railroad Company, who, being duly sworn, doth declare that the foregoing report is true, according to the best of his knowledge and belief.

R. F. STOCKTON,
President.

Sworn and subscribed before me, this second day of January,
A. D. 1864.

CHAS. P. STRATTON, *M. C.*

REPORT
OF THE
CAPE MAY & MILLVILLE RAILROAD COMPANY
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

In compliance with the act approved February 24th, 1852, the Cape May and Millville Railroad Company present the following statement for the year 1863, the road having been first used its entire length on the 22d day of August.

Capital stock,	\$300,000 00
Mortgage bonds,	200,000 00
	<hr/>
Total cost of road and appurtenances, about	\$500,000 00
Receipts for passengers, etc.,	18,871 06
Current expenditures, about	12,968 84

C. B. DUNGAN,
President.

State of Pennsylvania, }
City of Philadelphia, } ss.

On this 13th day of January, A. D. (1864) one thousand eight hundred and sixty-four, before me, MacGregor J. Mitcheson, Esq., a commissioner for the state of New Jersey, resident in Pennsylvania, duly appointed by the governor of the state of New Jersey, to take acknowledgements of deeds, affidavits, etc., personally appeared

Charles B. Dungan, Esq., known to me to be the individual who has signed the foregoing statement, and he, having been duly sworn, according to law, did depose and say, that the foregoing statement is true to the best of his knowledge and belief, and that he is the president of the Cape May and Millville Railroad Company.

MACGREGOR J. MITCHESON,
Commissioner for New Jersey.

No accident or casualty has occurred on the Cape May and Millville Railroad during the year.

J. VAN RENSELLAER,
Superintendent.

R E P O R T

OF THE

RARITAN & DELAWARE BAY R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled "An Act respecting annual reports to the Legislature of railroad and other companies," passed February 24th, 1852, the Raritan and Delaware Bay Railroad Company present the following report of the condition of their affairs on the 1st January, 1864.

Capital stock,	\$1,290,400 00
First mortgage bonds,	1,000,000 00
Second mortgage bonds,	250,000 00
Bonds November, 1863,	192,672 01
Other debts and obligations,	594,111 70
Cost of railroad and equipments,	2,467,890 74
Number of passengers carried from 1st January, 1863, to 1st January, 1864,	149,314
Freight transported from 1st January, 1863, to 1st January, 1864, 50,206 tons, 1,786 lbs.	

RECEIPTS.

From passengers,	\$16,020 68
" freights,	47,777 56
" other sources,	16,707 47
	\$110,505 71

DISBURSEMENTS.

Maintenance of way and structures,	\$16,791 87
Repairs of machinery,	13,928 91
Operating expenses,	60,845 80
General expenses,	15,879 42
Office and incidental expenses,	11,425 96
	<hr/>
	\$118,871 96

ACCIDENTS.

Daniel Murphy, switchman at Port Monmouth, killed by his own carelessness. Richard Johnson, engineer, since dead.

W. Hampton, hand crushed while acting as brakeman on a wood train; soon recovered. A. O. Delano, conductor; not now employed; B. S. Seymour, engineer; still employed.

Matthew Ennis, baggage master, Anthony George, wood sawyer; the former was badly cut in the thigh and bruised, soon recovered; the latter had his leg broken in two places and his spine severely injured. S. C. Hasty, conductor; still employed; Harry Briggs, engineer; not now employed. Both blameless.

A member of the 55th Regiment N. Y. S. M., while going to Camden, in a scuffle, fell between the cars, and the train passed over him; severely injured; leg amputated and died. A. M. Cady, conductor; Jonah Wood, engineer. Both blameless.

B. S. Seymour, Jr., had his hand injured while coupling his engine to the train. No one in fault.

State of New Jersey, ss.

H. H. Boody, President of the Raritan and Delaware Bay Railroad Company, being duly sworn, on his oath saith, that the foregoing statement is just and true to the best of his knowledge and belief.

H. H. BOODY,
President.

Sworn and subscribed before me this 1st day of February, A. D. 1864.

JNO. L. BLAKE, *M. C.*

R E P O R T

OF THE

PATERSON & HUDSON RIVER RAILROAD CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

The Paterson and Hudson River Railroad Company respectfully report :

That the capital stock of the said company is now	\$630,000 00
The cost of said road, including land, depot buildings and appurtenances, is	630,000 00

There is no funded debt of this company.

The rent of the road is, per annum,	53,400 00
Two dividends of four per cent. each were paid during the last year, amounting to and which has been paid in cash, over and above government tax,	50,400 00

The said road being now under lease to and managed by another company, sanctioned by the Legislature of this state, this company has no other knowledge of the matters required than the above statement. All which is respectfully submitted.

ROBERT BAYARD,
President.

Personally appeared before me Robert Bayard, who being by me duly sworn, according to law, deposeeth and saith, that the foregoing

statement is correct and true, to the best of his knowledge, information and belief.

ROBERT BAYARD.

Sworn and subscribed before me, this 26th day of January, 1864.

SAM'L T. BULL,

Notary Public.

ACCIDENTS.

October 25, 1862.—Wm. B. Root, engineman, instantly killed; Alfred Bradway, fireman, instantly killed; Squires Coddington, oilman, instantly killed; Patrick Mescall, brakeman, instantly killed; Martin Bennett, brakeman, instantly killed; Henry Hunter, conductor, recovered since; Charles Wall, apprentice in shop, recovered since. This accident was caused by the explosion of engine No. 164, which was about ready to start from Long Dock. The explosion was owing to an excessive pressure of steam.

December 5th.—John Moenomore, citizen, instantly killed at Paterson. He fell between the cars while trying to get a ride.

December 19th.—W. H. Calhoun, engineman, lived only a few minutes; George W. Calhoun, fireman, instantly killed. The main rod on engine No. 101 broke, and the part adhering to the crank stove a hole in the fire box, allowing the water and steam to escape. It is supposed that the men were blown off the engine. This accident occurred near Ramsey's.

January 16, 1863.—James C. Brooks, brakeman, instantly killed at Godwinville; fell between the cars.

March 17.—Peter Forshee, citizen, instantly killed at Ramsey's; attempting to cross the track with a span of horses.

April 30.—Mary Meehan, little girl, killed at once; D. T. Mahafee, flagman, lived a few minutes. This flagman, while nobly attempting to save the little girl on the track, in Jersey City, was struck by engine.

June 12.—Michael Kenny, citizen, leg broke above the ankle, while attempting to cross the track in the passenger depot at Jersey City; he died in a short time.

July 23.—Thos. Finnegan, train laborer, in jumping off train at Boiling Spring had one leg crushed; recovered since.

July 28.—Chas. Tuthill, citizen, instantly killed; Michael Plunkett, citizen, instantly killed; struck by engine while walking on track near Passaic. The men were intoxicated at the time.

August 29.—James Riley, track laborer, instantly killed in the tunnel while a new frog was being put in.

September 7.—Pat. McMurray, citizen, instantly killed at Paterson while being intoxicated; he was walking on track.

The Erie Railway Company has operated during the past year the roads of the Paterson and Hudson River and Paterson and Ramapo

Railroad Companies, under the lease made by said companies, in connection with the Erie Railway Company, and has repaired and maintained said roads and has furnished all the motive power used thereon, and the particulars of such operations and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified as applied exclusively to said roads.

City and County of New York, ss.

Nathaniel Marsh, president of the Erie Railway Company, being duly sworn, deposeth and says, that the above report is true and correct, to the best of his knowledge and belief.

NATHANIEL MARSH.

Sworn to before me, this 30th day of December, 1863.

J. DEWHITE,
Comm'r of Deeds, City of New York.

REPORT

OF THE

SALEM RAILROAD COMPANY

FOR THE YEAR 1863.

Capital stock paid in,	\$77,244 00
Bonded debt,	100,000 00
Other Indebtedness,	67,306 70
Cost of road and equipments,	221,256 12

RECEIPTS OF ROAD, 1863.

From passengers,	\$11,190 98	
“ freight,	946 06	\$12,137 04
<hr/>		
Expenses of working road, 1863,		8,110 80

State of New Jersey, ss.

William F. Reeve, President, and D. W. C. Clement, Treasurer, of the Salem Railroad Company, on their respective affirmation and oath say, that the foregoing statement is true, to the best of their knowledge and belief.

WM. F. REEVE, *Prest.*

D. W. C. CLEMENT, *Treas.*

Subscribed, affirmed, and sworn before me, this 10th day of February, 1864.

DAVID EVANS, *J. P.*

No accident or casualty has occurred on the Salem Railroad during the year.

J. VAN RENSSELAER, *Supt.*

REPORT

OF THE

PATERSON AND RAMAPO R. R. COMPANY,

FOR THE YEAR 1863.

Capital stock actually paid in,		\$248,000 00
Amount of funded debt, viz. :		
Bonds outstanding,	\$85,000	
Bonds redeemed,	15,000	
	<hr/>	100,000 00
Other debts, about		500 00
Cost of road and equipments,		350,000 00
Income, rent from Erie Railway Company,		26,500 00
" interest,		455 00
Dividends, $5\frac{1}{4}$ per cent. on \$248,000,		13,020 00
Expenses, for contingencies, taxes, etc.,		3,255 57
Paid sinking fund to redeem bonds,		5,000 00
Interest on bonds (\$85,000, at 7 per cent.),		5,950 00

The said road being under lease to and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this company have no knowledge of the other matters required. All which is respectfully submitted.

New York, to wit.:

Robert Bayard, being duly sworn, on his oath saith, that he is president of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 18, 1864.

SAM'L BULL,
Notary Public.

REPORT
OF THE
MILLVILLE AND GLASSBORO' R. R. CO.
FOR THE YEAR 1863.

Capital Stock,	\$153,381 15
Fixed debt,	30,000 00
Floating debt about	10,416 46
Cost of road and equipments about,	213,08 70
Received for rent, &c., during the year,	19,88 21
Paid for new rolling stock, &c.,	23,53 57
“ interest on debts of the company,	2,633 05

No dividends have been paid.

This road being now under lease, this company has no other knowledge of matters required than the above statement.

WM. D. KEMBLE, *Treas.*

Sworn and subscribed before me, this 14th day of January, 1864.

ISAAC SHARPLESS, *J. P.*

Affirmed by Thomas H. Whitney, President of the Millville and Glassboro Railroad Company, to the above statement as true, to the best of his knowledge and belief.

THOS. H. WHITNEY, *Pres.*

LACY L. CAMPBELL, *Justice.*

R E P O R T

OF THE

NORTHERN RAILROAD CO. OF N. J.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Cash capital,	\$158,800 00
Funded debt (bonds),	260,000 00
Floating debt,	42,889 46
Cost of road and equipment,	443,328 06

EARNINGS—YEAR ENDING SEPTEMBER 30, 1863.

From passengers and commuters,	\$64,828 89
“ freight,	39,125 23
“ mail, express, &c.,	6,284 62
	<hr/> \$110,238 74

EXPENSES—SAME TIME.

Operating,	\$72,178 27
Terminal,	13,046 60
Passengers carried,	142,799 $\frac{1}{2}$
Freight carried (tons),	13,453
Miles run by trains,	95,053

ACCIDENTS.

July 2d.—George Pearson, brakeman, injured in coupling cars, (recovered).

July 10th.—Henry Brunn, brakeman, injured in coupling cars, (died).

July 13th.—James Maher, brakeman, slightly injured.

State of New Jersey, } ss.
Hudson County, }

Thomas H. Herring being duly sworn according to law, on his oath saith, that he is President of the Northern Railroad Company of New Jersey, and that the foregoing statement is true to the best of his knowledge and belief.

THOS. H. HERRING,

Sworn and subscribed this 15th day of January, A. D. 1864, before me, at Jersey City.

CHARLES H. IMBRIE, *M. C.*

REPORT

OF THE

HACKENSACK AND NEW YORK R. R. CO.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Capital stock,	\$98,300 00
Funded debt,	40,000 00
Paid on construction account from receipts of road in 1862,	3,508 26
Paid on construction account from receipts of road in 1863,	3,688 79
	<hr/>
Making cost of road and equipments,	\$140,497 05

RECEIPTS OF ROAD FOR THE YEAR.

From passengers, freight and mail,	\$26,908 99
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EXPENSES OF WORKING ROAD INCLUDING SALARIES.

To Erie railway company, for use road, &c.,	\$9,706 03
To other expenses, including Govt. tax and salaries,	11,299 38
	<hr/>
	\$21,005 41
Balance, net earnings,	\$5,903 58
Paid interest on bonds for the year,	2,765 00
	<hr/>
	\$3,138 58
No dividends have as yet been paid by the company.	
No accidents during the year.	

New Jersey, Bergen County, ss.

Garrett G. Ackerson, President of the Hackensack and New York Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the above report contained are true to the best of his knowledge and belief.

G. G. ACKERSON.

Sworn and subscribed before me, this 30th day of January, A. D. 1864.

MANNING M. KNAPP, *M. C.*

R E P O R T
OF THE
SUSSEX RAILROAD COMPANY
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

Annual report of the Sussex Railroad Company to the Legislature of the State of New Jersey, showing the condition of the company on the first of January, 1864, and their operations for the year 1863.

Capital stock,	\$193,500 00
Funded debt,	200,000 00
Floating debt,	3,514 29
<hr/>	
Cost of road and its appurtenances,	\$397,014 29

RECEIPTS FOR PASSENGERS.

Freight, express, &c.,	\$29,217 01
Due from the United States for carrying the mail January 1, 1864,	170 46
	<hr/>
	\$29,387 47
Paid for operating expenses,	\$3,934 47
Repair of roads and equipments,	8,316 70
	<hr/>
Paid interest on debt of company,	\$11,946 13
The number of miles run by passenger and freight trains is about	18,600
No dividends have been paid.	
No accidents have occurred.	

State of New Jersey,
Sussex County, } ss.

Aaron Peck, President of the Sussex Railroad Company, being duly sworn, on his oath saith, that the within statement and report is true, to the best of his knowledge and belief.

A. PECK.

Sworn and subscribed at Newton, January 29th, 1864, before me.

DAVID THOMPSON, M. C.

ANNUAL REPORTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

TO THE LEGISLATURE,

FOR THE YEAR 1864.



TRENTON, N. J.

PRINTED AT THE "TRUE AMERICAN" OFFICE.

1865.



R E P O R T

O F T H E

D E L A W A R E A N D R A R I T A N C A N A L C O .

A N D T H E

C A M D E N A N D A M B O Y R A I L R O A D A N D T R A N S -
P O R T A T I O N C O M P A N Y ,

F O R T H E Y E A R 1 8 6 4 .

To the Legislature of the State of New Jersey :

In compliance with the act of the Legislature of New Jersey, approved February 24th, 1852, and a supplement approved March 11th, 1853, the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company report :

The capital stock paid in of the Delaware and Raritan	
Canal Company was	\$1,500,000 00
Added by authority of the Legislature,	798,400 00
	\$2,298,400 00
The capital stock paid in of the Camden and Amboy	
Railroad and Transportation Company was	\$1,500,000 00
Added by authority of the Legislature,	2,674,000 00
	\$4,174,000 00

Dividends have been paid in cash during the year 1864 of ten per cent. on the capital stock of the Joint Companies ; also an extra dividend of twenty-five per cent. in stock has been paid.

The funded debts of the Joint Companies are :

1st. An English debt, including three separate loans, now merged, to be extinguished by a sinking fund; extinction complete in 1880; interest, six per cent.; outstanding, £418,950 sterling, @4.84,	\$2,027,718 00
2nd. A converted sterling loan, due 1863; interest five per cent.; outstanding,	800 00
3d. American loan, due 1864; interest six per cent; outstanding,	63,000 00
4th. Extra dividend loan, due 1864; interest six per cent.; originally \$367,000; outstanding,	8,165 00
5th. Loan of 1867, originally \$500,000; interest six per cent.; outstanding,	229,700 00
6th. Loan of 1870, for \$800,000; interest six per cent.; outstanding,	423,680 00
7th. Loan of 1875, for \$675,000; interest six per cent.; outstanding,	675,000 00
8th. Loan of 1883, for \$1,700,000; interest six per cent.; outstanding,	1,700,000 00
9th. Loan of 1889, for \$2,500,000; interest six per cent; what has not been issued burned by a committee of the Joint Boards; outstanding,	867,000 00
10th. A consolidated loan for \$5,000,000; interest six per cent.; outstanding,	4,269,400 00

Outstanding debt,	\$10,264,463 00
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The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the Delaware and Raritan Canal and appurtenances, is	\$4,804,130 68
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The cost of the Camden and Amboy Railroad and equipments, is	\$8,502,295 74
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The receipts of the Delaware and Raritan Canal Company for twelve months ending December 31st, 1864,	\$1,065,024 26
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Expenses,	280,397 29
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Current net,	\$784,626 97
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The receipts of the Camden and Amboy Railroad and Transportation Company for the twelve months ending December 31st, 1864,	\$4,634,956 16
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Expenses,	4,278,795 49
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Current net,	\$356,160 67
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STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA, } ss.

Be it remembered, that on this 20th day of January, 1865, before the subscriber, a Commissioner for the State of New Jersey, residing in the City of Philadelphia, authorized to take the acknowledgment of deeds, &c., and to administer oaths, personally appeared Robert F. Stockton, known to me as the President of the Delaware and Raritan Canal Company, who, being duly sworn, doth depose and say that the facts stated in the foregoing report are true to the best of his knowledge and belief.

R. F. STOCKTON,
President of Delaware & Raritan Canal Co.

Sworn and subscribed before me the day and year above written, as witness my hand and official seal.

A. I. FISH,
Commissioner for New Jersey.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA, } ss.

Be it remembered, that on this 31st day of January, A. D. 1865, before the subscriber, a Commissioner for the State of New Jersey, residing in the City of Philadelphia, duly authorized to take the acknowledgment of deeds, &c., and to administer oaths, personally appeared Edwin A. Stevens, known to me as the President of the Camden and Amboy Railroad and Transportation Company, who, being duly sworn according to law, doth depose and say that the facts stated in the foregoing report are true to the best of his knowledge and belief.

E. A. STEVENS,
President of Camden & Amboy R. R. Co.

Sworn and subscribed before me the day and year first above written, as witness my hand and official seal.

A. I. FISH,
Commissioner for New Jersey.

OFFICE OF THE SUPERINTENDENT OF THE
CAMDEN AND AMBOY RAILROAD AND TRANS. CO. }

Report of Accidents which have occurred upon the Camden and Amboy Railroad and Branches during the year 1864, and the cause of the same, with the names of the persons injured and the extent of their injuries; also the names of the conductors and engineers, and whether such conductors and engineers were retained by the Company.

March 19th.—John Horn and William Connor, laborers in the employ of the Company, fell from a gravel train near Burlington Sta-

tion, the cars passing over both and killing them instantly. The coroner's jury acquitted the Company from all blame or censure. John Barber, conductor; Edward Vernon, engineer. Both retained in the service of the Company.

July 21st.—Alexander Cubberly, brakeman on the Philadelphia and Burlington passenger line, was killed near Edgewater, by being thrown from the train. The coroner's jury acquitted the Company from all blame or censure. Alexander Miller, conductor, and William Spader, engineer, not being in fault, were retained in the Company's service.

July 31st.—The 4.00 A. M. train from Philadelphia struck a man named Thomas Moore near Deans Pond, injuring him quite seriously. No blame being attached to J. W. Decker, conductor, or Samuel Stewart, engineer, both were retained in the Company's service.

August 13th.—A colored woman, name unknown, stepped out of the cars of the 4.00 P. M. line from New York, at Deans Pond, and fell between the car and platform, injuring her slightly. No blame being attached to T. D. Shreve, conductor, or David Reynolds, engineer, both were retained by the Company.

August 17th.—A brakeman, named Morris S. Sevrance, was slightly injured by a collision between a peach train and an empty engine, near Trenton. Peter Duncan, conductor, and Charles Carty, engineer, not being in fault, both were retained in the Company's employ.

September 20th.—A colored woman, named Margaret Rogers, was struck by an empty engine and instantly killed, while walking on the track near New Brunswick. The coroner's jury exonerated the Company from all blame. Theodore Hartman, engineer, not being in fault, was retained by the Company.

September 20th.—Noah Selsey, a colored man, was found dead lying on the track near Newtown, supposed to have been run over by one of the night trains. The coroner's jury exonerated the Company from all blame or censure.

October 4th.—Joseph P. Price, brakeman on the 6.15 P. M. line from Camden, had his leg broken by a collision near Spottswood. As the conductor, Samuel Slover, and engineer, James Watson, were not in fault, both were retained in the Company's employ.

October 6th.—A boy, named West, attempted to get on the Trenton and New Brunswick freight line, while drilling at Trenton, and fell upon the track; the cars passing over him, he was killed instantly. J. R. Scott, conductor, and William Perry, engineer, not being in fault, both were retained in the Company's service.

October 11th.—William Delaney, in the employ of the company, was killed by being caught between the cars and car house at Bordentown, while drilling. The coroner's jury exonerated the Company and employees from all blame.

November 8th.—A man, named Neilson, secreted himself on the cars of the 3.00 A. M. line from South Amboy, and in attempting to

run across the top of the train struck a bridge and was instantly killed. George Anthony, conductor, and George Thomas, engineer, not being in fault, both were retained by the Company.

November 13th—A soldier, name unknown, jumped or fell off the 4.45 P. M. line from South Amboy, near Prospect Plains, and was injured quite seriously. G. L. Everett, conductor, and Ridgway Gauntt, engineer, not being in fault, were retained in the Company's service.

November 16th.—A man, named Iago, secreted himself on the cars of the 4.30 P. M. line from Philadelphia, and when near New Brunswick, fell off and was instantly killed. No blame being attached to I. M. Douglass, conductor, or William Burton, engineer, both were retained in the Company's service.

November 17th.—Anna Williams attempted to step out of the Trenton and Amboy way line while in motion at Bordentown, and fell between the cars and platform, killing her instantly. Louis Ayers, conductor, and John West, engineer, not being in fault, both were retained in the Company's employ.

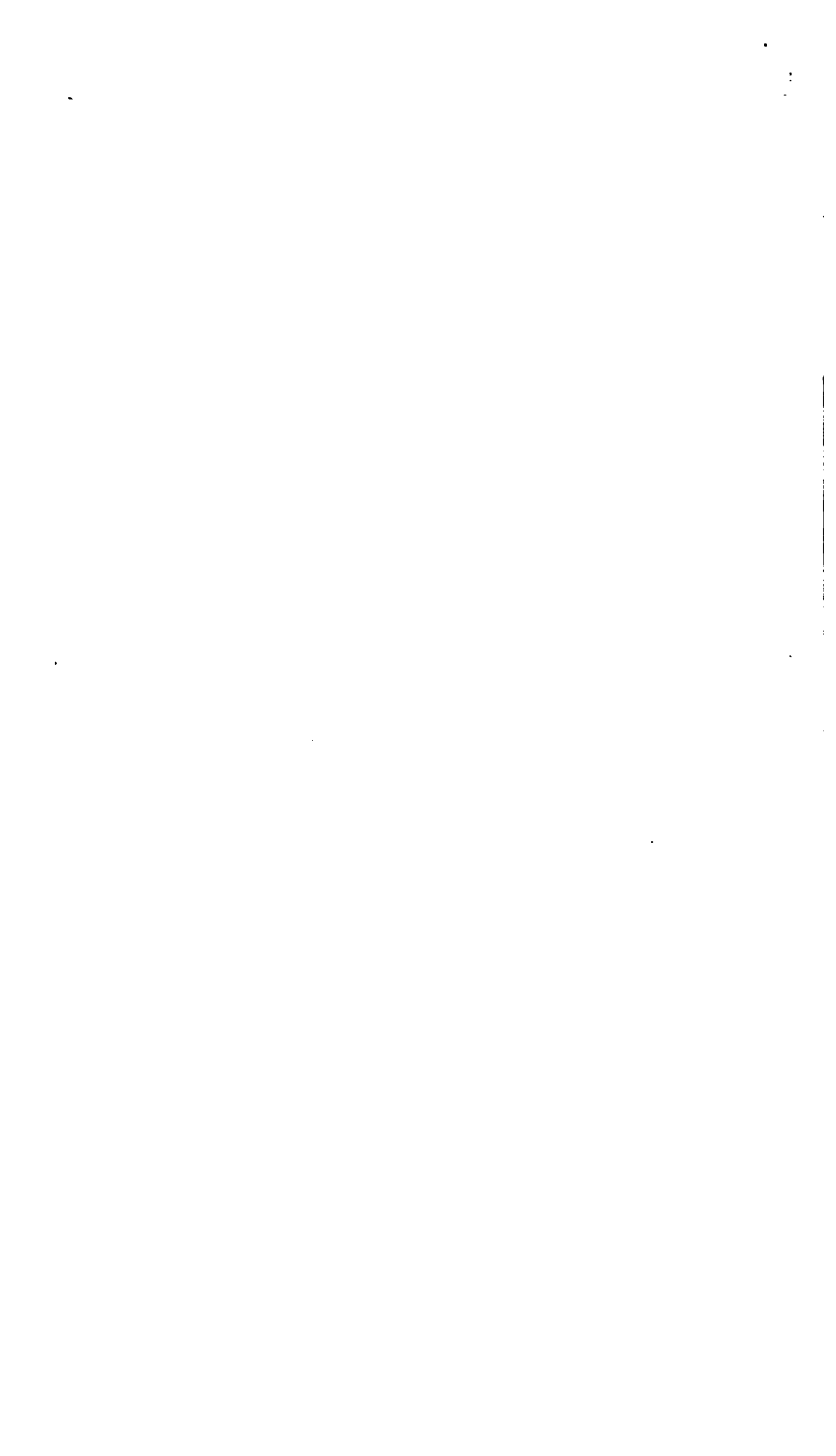
December 8th.—Patrick Conklin and Thomas Moran, in the employment of the Company, were seriously, but not dangerously, injured while riding on a lumber train, by some scaffolding falling on them at Princeton Station. No blame being attached to Peter T. Shreve, conductor, or Emanuel Perry, engineer, both were retained in the Company's service.

December 16th.—A boy, named Wilkey, was caught between the cars of the 4.55 P. M. line from South Amboy and the store house at Newtown, and instantly killed. The coroner's jury exonerated the Company and employees from all blame or censure.

December 16th.—Martin Russell, brakeman on the 3.45 P. M. line from Camden, had his left leg crushed by falling between the cars while drilling at Burlington. John E. Barber, conductor, and John Swaim, engineer, not being in fault, were retained in the Company's service.

December 20th.—A man, named Julius Winnekle, was struck by an empty engine while lying on the track near Princeton, hurting him seriously, but not dangerously. James P. Ryan, engineer, not being in fault, was retained in the Company's employ.

R. S. VAN RENSSELAER,
Superintendent.



R E P O R T

OF THE

BELVIDERE DELAWARE RAILROAD CO.

FOR THE YEAR 1864.

Capital stock paid in,	\$997,112 24
Funded debt,	2,193,000 00
Special loans, not properly included in funded debt,	120,072 10
Temporary loans, and due other Companies,	132,512 48
Cost of road and equipment, exclusive of cash and materials on hand,	3,386,285 27

RECEIPTS FOR BUSINESS DURING THE YEAR.

On the Belvidere Delaware Railroad:

From passengers,	\$139,916 16
From general freights,	93,831 09
From coal freights,	189,218 84
From mail and other sources,	61,478 06
	<hr/> \$484,444 15

On the Flemington Railroad.

From passengers,	\$10,167 99
From general freights,	6,282 28
From coal freights,	510 64
From mail,	481 42
	<hr/> \$17,442 38

Total receipts of both roads,	<hr/> \$501,886 48
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RAILROAD AND CANAL REPORTS.

CURRENT EXPENDITURES FOR THE YEAR.

Belvidere Delaware Railroad,	\$367,057 64	
Flemington Railroad,	16,913 95	
Total expenditures,	<hr/>	\$383,971 59
Balance of receipts,		\$117,914 89
Estimated value of increased quantity of materials on hand,		28,186 59
		<hr/>
Net earnings of both roads,		\$146,101 48

NET EARNINGS.

Belvidere Delaware Railroad,	\$145,573 10
Flemington Railroad,	528 38
	<hr/>
	\$146,101 48

No dividends have been declared.

CASUALTIES.

January 13th.—James Reiley, brakeman on a freight train, accidentally fell between the cars at Reiglesville, and was fatally injured, by three cars passing over him. William E. Stites, conductor; Jos. Warner, engineer. Both retained in the Company's service.

June 13th.—A boy, named Thomas Whitehead, jumped from the rear of the morning passenger train down while it was in motion, near the Asylum, and broke his leg.

December 29th.—Leonard K. Higgins, temporary brakeman, attempting to get upon the train while in motion, in the Lambertville station, slipped between the car and platform, and was fatally injured.

State of New Jersey, Warren County, ss.

Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath saith, that he verily believes the statements in the foregoing report to be true.

CHAS. SITGREAVES.

Sworn and subscribed January 23, A. D. 1865, before me.

LEWIS C. REESE, Judge.

R E P O R T
OF THE
FLEMINGTON RAILROAD & TRANS. CO.
FOR THE YEAR 1864.

Capital stock actually paid in,	\$150,011 00
Funded debt,	98,800 00
Other indebtedness,	118,871 20
	<hr/> \$362,682 20

The road has been worked by the Belvidere Delaware Railroad for the year last past.

RECEIPTS FROM THE BUSINESS OF THE ROAD.

From passengers,	\$10,167 99
From freights,	6,282 28
From coal freights,	510 64
Mail,	481 42
	<hr/> \$17,442 33

Expenses for working the road during same period,	\$16,913 95
Other expenses,	1,025 00
	<hr/> \$17,938 95

No dividends have been declared.

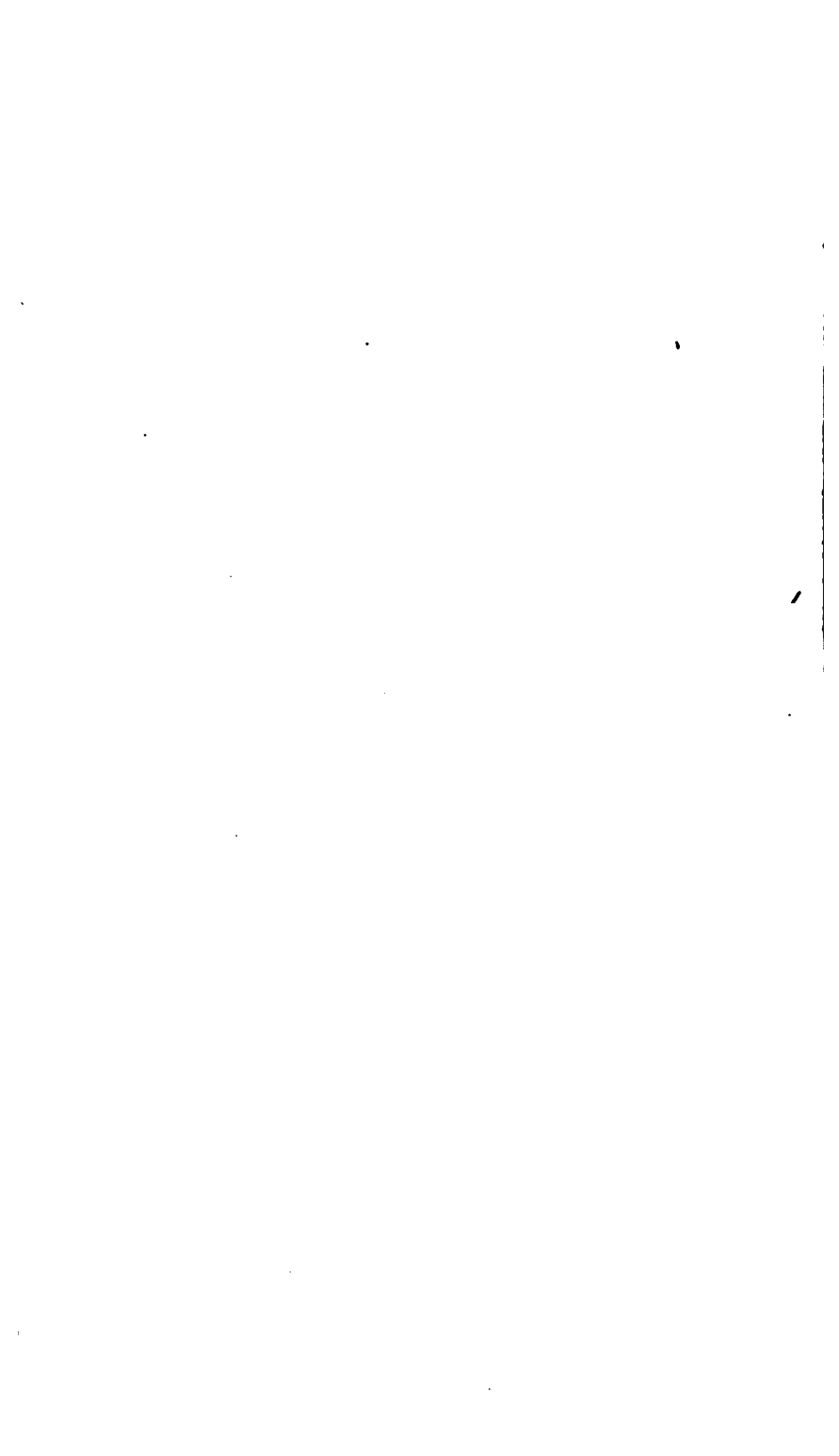
No casualties occurred on the road during the year.

Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing statement and report is just and true, according to the best of his knowledge, information and belief.

C. BARTLES.

Sworn and subscribed before me this first day of February, A. D. 1865.

A. V. VAN VLEET, *Master in Chancery.*



REPORT

OF THE

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD CO.

FOR THE YEAR 1864.

Capital stock paid in,	\$230,844 80
Cost of road and equipments,	230,100 37

RECEIPTS.

From passengers,	\$18,050 81
From freight,	22,624 38
From United States mail,	675 52
	<hr/>
	\$41,350 71

The expenses for working the road, including repairs, maintenance of way, motive power and contingencies,	<hr/>
	27,719 76
	<hr/>
	\$13,030 95

Dividends paid, cash, \$16,809 11.

Number of passengers carried, 61,234; tons of freight transported, 26,597; miles run by passenger trains, 15,930; miles run by freight trains, 5,641.

No accidents have occurred during the year by which any person was injured.

The extension of the road to Deans Pond has been commenced.

The Treasurer reports that he has made a temporary loan of forty-seven thousand dollars, and has expended upon the extension up to the 1st of January, 1865, forty-five thousand seven hundred and thirty-three dollars and sixty-two cents, (\$45,733 62.)

W. D. DAVIS.

New Jersey, ss.

William D. Davis, of the County of Monmouth, being duly sworn according to law, deposeth and saith that he is the President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement and report is in all respects just and true, according to the best of his knowledge and belief.

W. D. DAVIS.

Sworn and subscribed at Freehold January 30, 1865, before me.

A. R. THROCKMORTON,
Master in Chancery.

REPORT

OF THE

BURLINGTON COUNTY RAILROAD CO.

FOR THE YEAR 1864.

In obedience to an act entitled "An act respecting annual reports to the Legislature of Railroad and Canal Companies," approved February 24th, 1852, the Burlington County Railroad Company present the following report of their affairs for the year ending December 31, A. D. 1864.

Capital stock actually paid in,	\$177,750 00
Mortgage loans,	60,000 00
Other loans,	16,800 00
Cost of the road and equipments, (about)	250,000 00

RECEIPTS.

Passenger travel,	\$38,028 18
Freight,	18,095 18
United States Mail,	596 08
Rents,	206 50

DISBURSEMENTS.

Pay Roll,	\$8,723 28
Superstructure,	12,967 04
Wood,	7,814 34
Interest on Bonds,	3,600 00
Water,	500 00
Cars and Locomotives,	20,292 18
Expenses,	2,753 82
Printing,	512 43
Oil,	271 00
Taxes,	3,030 42
Ferriages,	1,502 69

One dividend has been made during the year 1864, amounting to \$5,296 50.

Since the first day of October last the Vincentown Branch Railroad has been operated by this Company, under lease, and the receipts and expenditures, which are considered to be about equal, are included in the above.

ACCIDENTS.

October 5th.—A man by the name of John Boyd, while walking upon the track near what is called Harrisburg, was struck by the locomotive of the 5 P. M. passenger line, and killed. The whistle was blown, but he paid no attention to it. Amos Peacock, conductor; John A. Fort, engineer. Both are still in the employ of the Company.

There has been transported on the road during the year 1864, exclusive of commuters and those who ride free, as follows, viz :

Through passengers,	63,247
Way passengers,	56,274

Total,	119,521
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The number of miles run during the year are as follows, viz :

By passenger trains,	33,912
By freight trains, (about)	15,700

Total,	49,612
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State of New Jersey, County of Burlington, ss.

Charles Bispham, President of the Burlington County Railroad Company, being duly sworn according to law, on his oath saith that the facts, matters and things set forth in the foregoing statement and report are true to the best of his knowledge and belief.

CHAS. BISPHAM, *President.*

Sworn and subscribed this 28th day of January, A. D. 1865, before me.

JOHN R. SLACK, *M. C. C.*

REPORT

OF THE

MORRIS CANAL & BANKING COMPANY

FOR THE YEAR 1864.

Capital stock paid in,	\$2,200,000 00
Debts, funded and other,	830,279 28
Cost of canal and appurtenances,	3,011,262 64
Repairs of 1864,	130,719 93
Navigation, (lock and plane tending, &c.,)	48,510 64
Superintendence and management,	31,874 38
Income from passengers, tolls, and other sources,	597,004 71
Dividends paid in cash,	314,625 00

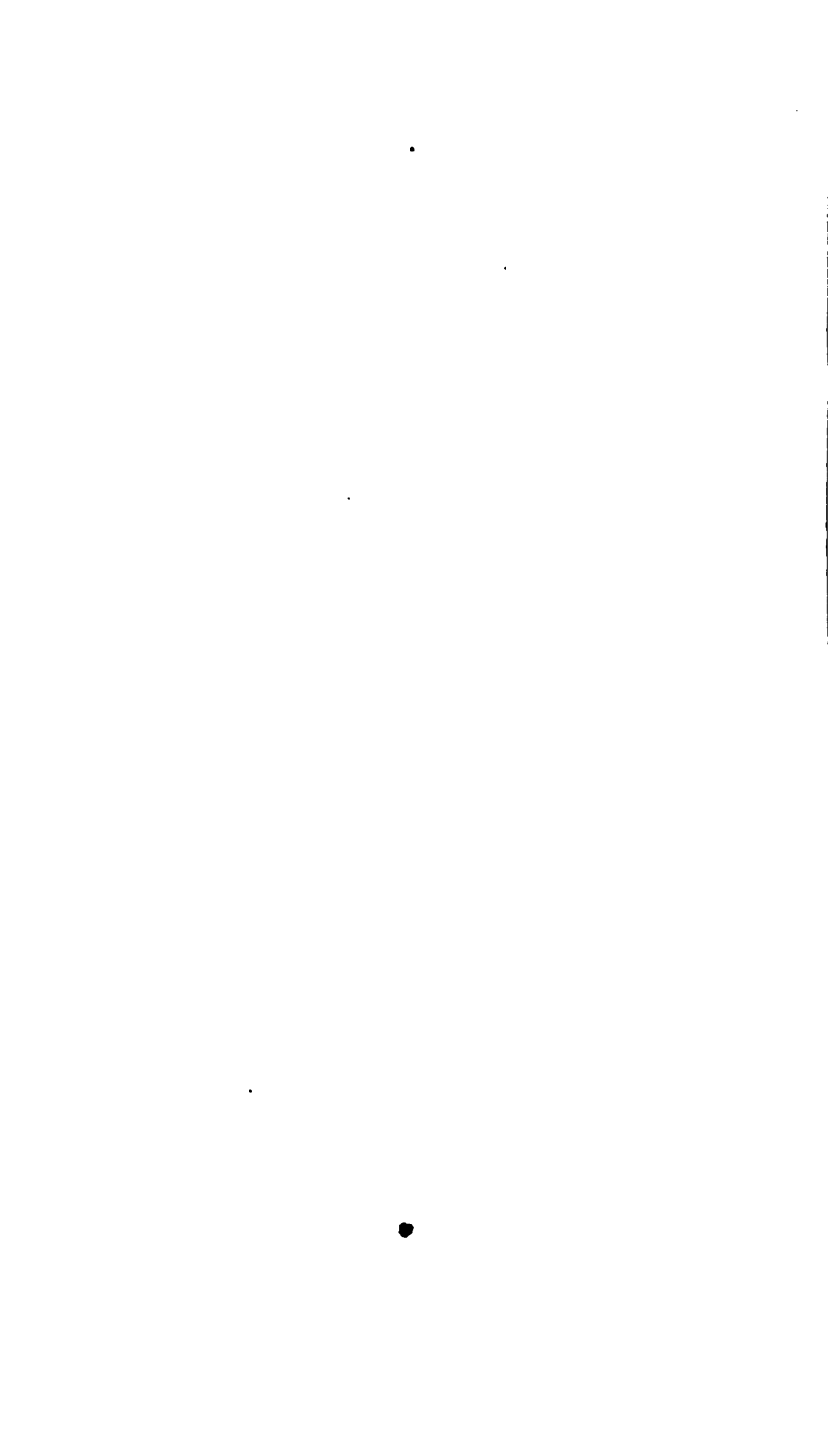
State of New Jersey, Hudson County, ss.

Before me personally appeared William H. Talcott, who by me being duly sworn according to law, doth depose and say, that he is the President of the Morris Canal and Banking Company; that the foregoing is a correct statement as this deponent verily believes, containing an account of the capital stock of the Company actually paid in, and the amount of funded and other debts of said Company; also of the cost of the canal and appurtenances; also of the expenditures for repairs, superintendence and management of the same; also the income during the year 1864 from passengers, tolls and other sources, and the amount of dividends, and how paid, arranged as above set forth under their appropriate heads. ●

W. H. TALCOTT.

Subscribed and sworn before me, at Jersey City, this 4th day of February, 1865.

LUTHER S. ELMER, *M. C. C.*



R E P O R T

OF THE

NEW JERSEY RAILROAD & TRANSPORTATION CO.

F O R T H E Y E A R 1 8 6 4 .

In obedience to an act passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of railroads and other companies," the New Jersey Railroad and Transportation Company present the following report:

Capital stock,	\$4,397,800 00
Funded debt, including \$485,000, the cost of the property and privileges purchased of the Jersey Associates,	635,000 00
Floating debt,	145,000 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below,	\$594,542 13
Less amount paid for relaying road with new rails and other improvements,	81,777 89
	562,764 74
Dividend 1st January, payable February 1, 1865,	219,887 50
	\$5,960,452 24

COST OF RAILROAD AND EQUIPMENTS.

For gradation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engineering, land and land damages,	\$3,799,809 30
Locomotives, tenders and snow plows,	265,796 00
Cars, passenger, freight and baggage,	226,204 00

Property, viz :

Bridge, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jer- sey Associates for \$485,000,)	\$1,649,021 62	
Cash in bank, cash items, and balance due,	19,621 32	
	<hr/>	1,668,642 94
		<hr/>
		\$5,960,452 24

RECEIPTS.

From passengers,	\$1,196,853 08
From freight,	214,214 07
From United States mail, rents, express, freight, and other sources,	152,539 55
	<hr/>
	\$1,563,606 70

EXPENSES.

Maintaining railroad, bridges and build- ings,	\$157,734 96	
Repairs of locomotives, cars and ma- chinery,	110,999 02	
Fuel, cost and labor in preparing,	163,805 64	
Operating the road and transporting pas- sengers and freight,	340,718 08	
Office expenses, salaries and contingen- cies,	12,722 58	
	<hr/>	\$785,980 28
		<hr/>
		\$777,626 42
Interest on bonds,	\$44,316 75	
Transit duty on passengers and freight,	37,882 67	
State tax on capital stock,	21,989 00	
Government tax,	54,591 17	
Loss by fire, work shop, East Newark,	53,916 78	
Sinking fund,	10,000 00	
Dividends in cash, August and February,	439,775 00	
Profit and loss, to surplus earnings,	115,155 05	
	<hr/>	\$777,626 42

OPERATIONS OF THE COMPANY DURING THE YEAR 1864.

The following is the number of passengers and tons of goods, wares and merchandise transported over the New Jersey Railroad during the year 1864:

Passengers.

Passing over the whole line of the road,	783,387 $\frac{1}{2}$
Between Jersey City and Newark,	1,440,847
“ “ Elizabeth,	319,680
“ “ Rahway,	97,923 $\frac{1}{2}$
“ “ Uniontown and Metuchin,	12,218 $\frac{1}{2}$
“ “ New Brunswick,	120,653 $\frac{1}{2}$
Between all intermediate places,	536,230 $\frac{1}{2}$
	<hr/>
	3,310,940 $\frac{1}{2}$

Total three millions three hundred and ten thousand nine hundred and forty and one half, (not including commuters and free passengers)

Goods, Wares and Merchandise.

Passing over the whole line of the road,	31,118 $\frac{1}{2}$ tons.
Between Jersey City and Newark,	43,790 $\frac{1}{2}$ “
“ “ Elizabeth,	7,486 $\frac{1}{2}$ “
“ “ Rahway,	7,320 “
“ “ New Brunswick,	24,294 “
“ “ and all intermediate places,	51,763 $\frac{1}{2}$ “
	<hr/>
	165,773 “

Total, one hundred and sixty-five thousand seven hundred and seventy-three tons.

Number of miles run by passenger, freight and other trains, 610,427.

A. L. DENNIS, *President*,
H. J. SOUTHMAYD, *Treasurer*.
F. WOLCOTT JACKSON,
Sec'y and General Sup't.

OFFICE OF NEW JERSEY R. R. & TRANS. CO., }
NEW YORK, January 26, 1865. }

Before me personally appeared A. L. Dennis, who, being sworn in due form of law, on his oath doth say that this report is correct and true to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed this 31st day of January, 1865.

D. W. BALDWIN, *Justice of the Peace.*

Accidents that have occurred during the year 1864 on the New Jersey Railroad, and the cause of the same, with the names of the persons injured and the extent of their injuries ; also the names of the engineers and conductors under whose management such accidents have occurred, and whether such engineers and conductors are still retained in the employ of the Company.

January 26th.—Thomas Moran was killed near Morgan street, in Jersey City, while attempting to cross the track in front of the engine. A. Jacobus, engineer.

February 5th.—A boy named Flynn had his leg crushed while attempting to get upon a coal train while in motion. N. L. Douglas, conductor ; James R. Smith, engineer. Still in the employ of the Company.

February 19th.—A man named Dickerson was struck by the Washington train near Newark Avenue, while walking on the track, and injured his hip. He was sent to his residence in New York. Thos. Doty, conductor ; H. Hummell, engineer.

February 23d.—An unknown man, supposed to be insane, was struck by the Washington train as it passed through Rahway, while walking on the track, and slightly injured. T. Howell, engineer ; A. McDonald, conductor.

March 7th.—A man named Antoine Stubach was killed by slipping on the track, in attempting to drive cows therefrom, near Bound Creek. Thomas Doty, conductor ; H. Hummell, engineer. Still in the employ of the company.

April 7th.—A man named James Logan was struck by an engine at East Newark, while attempting to cross the track, and was killed. Thomas C. Cox, conductor ; J. Campbell, engineer. Still in the employ of the Company.

April 9th.—A man named George Sewell was struck by the 2 P. M. train while walking on the track in Bergen Hill. He was slightly injured. John Campbell, engineer ; Thos. C. Cox, conductor. Still in the Company's employ.

April 15th.—A man named Thomas Mulrany was struck by the engine of the 8 P. M. train while walking on the track near Prospect street, Jersey City. He died soon after. — Bates, engineer. Still in the employ of the Company.

May 3d.—James Berdell jumped from the Washington train at Elizabeth as the train was in motion, and killed. Amos McDonald, conductor ; Charles Hutton, engineer. Still in the employ of the Company.

May 17th.—A boy named John McMurray jumped from the 3.20 P. M. train, between Newark and Elizabeth, while the train was at full speed. The train was stopped and the boy taken to the hospital in Newark. His head was cut and his leg broken. Thomas C. Cox, conductor. Still in the employ of the company.

May 23d.—An unknown man jumped from the Philadelphia train while coming into Newark, and broke his leg. A. Grinstead, conductor. Still in the employ of the Company.

June 18th.—A man named John Hunter, in attempting to get on the 6.50 train at Newark while intoxicated, fell between the cars and was killed. B. F. Phelps, conductor; H. Hummell, engineer. Still in the Company's employ.

July 4th.—A little boy was struck by an engine while playing in Bergen Hill. He was taken to the Newark Hospital. His leg was broken. B. F. Phelps, conductor.

July 14th.—An unknown man jumped from the 7.30 P. M. Philadelphia train as it passed Centre street, and was slightly injured. Charles Hutton, engineer; Amos McDonald, conductor. Still in the employ of the Company.

July 18th.—An unknown man was struck and slightly injured while walking on the track near the canal bridge, Newark. Thomas Gallagher, conductor; Theodore Mulford, engineer. Still in the company's employ.

August 9th.—A man named John Ramsey attempted to get on a train while in motion, at Jersey City, had his leg crushed and died soon after.

August 20th.—An unknown man was killed while walking on the track near Greene street. He attempted to get on a car as it was passing him.

October 10th.—Jackson Jaques was killed near Uniontown by jumping upon a freight train while in motion. Daniel Blair, conductor. Still in the employ of the Company.

October 19th.—A man named Edward White, of Pennsylvania, was killed by the 5.10 P. M. train while walking on the track at Newark Avenue. John Muceman, conductor; Geo. Gillen, engineer. Still in the employ of the Company.

November 7th.—A German named Jacob ———, was struck and killed near Bound Creek, while walking on the track. Thomas Doty, conductor; Henry Hummell, engineer. Still in the employ of the Company.

November 7th.—A boy named Michael Mulroy was killed by jumping from a car while in the Jersey City depot, while in motion.

November 10th.—Two little girls, in attempting to cross the track near the Chestnut street depot, in front of the 2 P. M. freight train, one of them, named Mary Folks, aged 8 years, was instantly killed; the other, named Bayard, was seriously injured. William Campbell, conductor; John Campbell, engineer. Still in the employ of the Company.

November 14th.—Eliza Crammer was struck by a train coming into Jersey City, in attempting to cross the track as it was passing. She died soon after.

November 14th.—A man, name unknown, was struck by an engine

of the 4.10 train while walking on the track near Elizabeth. His leg was broken. He was taken to his residence in Springfield Avenue. J. H. Frazee, conductor; Wm. Gordon, engineer. Still in the employ of the Company.

November 26th.—A German, name unknown, attempted to jump upon the 3 P. M. train at Centre street, while the train was in motion, fell between the cars and was killed. B. F. Phelps, conductor. Still in the employ of the Company.

November 28th.—A little boy named Park was run over and killed near the South Broad street crossing, Newark. He was looking at a train approaching and attempted to cross, and was struck by the 3 P. M. train. B. F. Phelps, conductor; — Bates, engineer. Still in the employ of the Company.

November 28th.—Edward Masterson, an employee, was killed at Elizabeth, by falling from a coal train while in motion. N. L. Douglas, conductor; James R. Smith, engineer. Still in the Company's employ.

RECAPITULATION.

Persons killed while walking on the track,	10
Persons injured walking on the track,	7
Persons (not passengers) killed by jumping from cars,	2
Persons (not passengers) injured by jumping on cars,	4
Persons (not passengers) killed while getting on cars in motion,	4
Employee killed by a coal train while in motion,	1
	—
Total,	28

I certify the foregoing to be a true transcript from the record of accidents sustained by the New Jersey Railroad and Transportation Company.

January 7th, 1865.

JAMES W. WOODRUFF,
Ass't Superintendent.

R E P O R T

OF THE

CENTRAL R. R. CO. OF NEW JERSEY,

FOR THE YEAR 1864.

In obedience to an act entitled "An act respecting annual reports to the Legislature of railroad and other companies," passed February 24th, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the first of January, 1865:

Capital stock,	\$6,500,000 00
First mortgage bonds,	1,400,000 00
Second mortgage bonds,	600,000 00
Quarterly dividend of $2\frac{1}{2}$ per cent., due Jan. 16,	159,117 50
Interest accrued, not yet due,	47,833 38
Accounts payable,	429,399 40
Balance to credit of renewal fund,	628,159 26
	<hr/>
	\$9,764,509 49

Railroad,	\$4,832,675 03
Extension to Jersey City,	686,336 27
Communipaw filling and bulkheads,	255,273 25
Land and wharves at Elizabethport,	302,476 37
Station houses, shops, &c.,	167,166 29
	<hr/>
	\$6,243,927 21
Engines,	\$585,765 00
Cars,	492,772 55
	<hr/>
	1,078,537 5
Ferry interest and boats,	\$554,342 63
Other property, fuel, materials, &c.,	1,528,304 58
	<hr/>
	2,082,647 21
Cash and accounts receivable,	359,397 52
	<hr/>
	\$9,764,509 49

RECEIPTS AND EXPENSES FOR 1864.

Ordinary Receipts.

Passengers,	\$448,223 94
Merchandise,	731,722 16
Coal,	1,317,954 27
Mail, express, rents, &c.,	39,284 08
	<hr/>
	\$2,537,184 45

Ordinary Expenses.

Running expenses,	\$239,431 00	
Wood consumed,	66,114 84	
Coal consumed,	207,739 83	
Repairs of road,	175,913 92	
Repairs of engines,	63,464 40	
Repairs of cars,	79,381 38	
Repairs of buildings, bridges, &c.,	59,816 44	
Ferry expenses,	176,114 67	
Expense account,	41,697 39	
Miscellaneous expenses,	44,624 91	
Car service,	77,255 46	
	<hr/>	\$1,231,554 54
		<hr/>
		\$1,305,629 91
Deduct interest account,	\$155,133 71	
Deduct taxes for 1864,	26,416 75	
Deduct United States taxes,	49,601 62	
Deduct dividends,	569,573 44	
	<hr/>	800,725 52
		<hr/>
Balance transferred to renewal fund,		\$504,904 39

DIVIDENDS.

Quarterly dividends of two and a half per cent. have been made in cash, and also a stock dividend of ten per cent.

MILES RUN BY TRAINS.

By passenger trains,	290,641
By merchandise trains,	177,688
By coal trains,	415,740
	<hr/>
Total by transportation trains,	884,069
By wood trains,	2,633
By gravel and construction trains,	61,516
	<hr/>
Total miles run by trains,	948,218

PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY IN
THE YEAR 1864.

Stations..	To.	From.	Total.
New York,	222,518	211,848	434,366
Communipaw,	281	175	456
Salterville,	1,363	1,164	2,527
Mariner's Harbor,	13,625	15,069	28,694
Bergen Point,	23,537	24,004	47,541
Elizabethport,	62,624	51,962	114,586
Elizabeth,	74,650	84,170	158,820
Mulford,	6,939	7,316	14,255
Cranford,	6,739	6,967	13,706
Westfield,	9,479	9,817	19,296
Scotch Plains,	8,967	9,204	18,171
Plainfield,	47,481	46,408	93,889
New Market,	7,952	8,240	16,192
Bound Brook,	17,348	16,901	34,249
Somerville,	32,038	31,076	63,114
Ricefield,	281	309	590
Flagtown,	1,135	1,069	2,204
Neshanic,	2,463	2,437	4,900
Three Bridges,	1,181	1,245	2,426
Flemington,	4,798	5,147	9,945
Raritan,	2,282	2,745	5,027
North Branch,	3,257	3,591	6,848
White House,	9,455	9,972	19,427
Lebanon,	2,843	2,800	5,643
Clinton,	9,359	9,052	18,411
High Bridge,	5,153	4,939	10,092
Spruce Run,	2,967	3,063	6,030
Junction,	27,118	28,944	56,062
Asbury,	4,887	5,205	10,092
Valley,	2,588	2,697	5,285
Bloomsbury,	5,590	5,412	11,002
Springtown,	1,991	2,152	4,143
Phillipsburg,	10,523	5,777	16,300
Easton,	65,396	77,931	143,327
	<hr/> 698,808	<hr/> 698,808	<hr/> 1,397,616

Number of passengers carried, 698,808

Number of passengers carried one mile, 19,397,515

TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD OF
NEW JERSEY FOR THE YEAR 1864.

			Tons.
Between New York and Bergen Point,			2,095
"	"	Mariner's Harbor,	811
"	"	Elizabethport,	16,475
"	"	Elizabeth,	17
"	"	Cranford,	526
"	"	Westfield,	307
"	"	Scotch Plains,	1,377
"	"	Plainfield,	3,419
"	"	New Market,	647
"	"	Bound Brook,	718
"	"	Somerville,	2,588
"	"	Ricefield,	33
"	"	Flagtown,	480
"	"	Neshanic,	875
"	"	Three Bridges,	1,024
"	"	Flemington,	1,678
"	"	Raritan,	2,593
"	"	North Branch,	2,181
"	"	White House,	2,783
"	"	Lebanon,	1,464
"	"	Clinton,	5,289
"	"	High Bridge,	1,841
"	"	Spruce Run,	1,027
"	"	Junction D., L. & W. R. R.,	30,627
"	"	New Hampton,	1,704
"	"	Asbury,	477
"	"	Valley,	732
"	"	Bloomsbury,	1,589
"	"	Springtown,	750
"	"	Phillipsburg,	2,591
"	"	Easton,	88,295
"	Elizabethport and New Hampton,		671,991
"	" Phillipsburg,		489,036
"	Elizabeth and New Hampton,		10,044
"	" Phillipsburg,		73,321
All intermediate stations,			70,050
			<hr/> 1,491,455

Merchan lise,	272,266 tons,	Carried,	14,610,805 miles.
Iron,	69,225 "	"	4,430,400 "
Coal,	1,149,964 "	"	62,872,209 "

ACCIDENTS IN 1864.

On the 14th of January the 12 M. passenger train from New York came in collision with the Western Express on a sharp curve near Bloomsbury Station, which resulted in the loss of one life, Sylvester Lynch, an engineer in the employ of the Company. Three passengers, Thomas Armstrong, Edward Stanton and Leon Israel, were slightly injured. Theodore Voorhees, conductor; Schanck Field, engineer. Both are still in the employ of the Company.

On the 9th of May, Mr. Basse, a brakeman in charge of the daily line of cars which run between Elizabethport and Harrisburg, was instantly killed near Asbury Station by the train breaking in two, and the rear part of it running into the front, which had stopped at Asbury Station for water. Wilson Lambert, conductor; O. B. Roberts, engineer. Both are still in the employ of the Company.

On the 26th of May, Frederick Wilson, a boy five years old, attempted to jump on the cars as they were crossing First street, at Elizabethport, and falling under the wheels was instantly killed. A. Heirn, engineer. Still in the employ of the Company.

On the 4th of June, James Irving, a boy five years old, attempted to jump on a coal train as it was passing Junction Station. He fell between the cars and some of them ran over his legs, crushing them severely. He died the next day. P. M. DeCamp, engineer and conductor. Still in the employ of the Company.

On the 27th of June, Peter Dougherty, about 30 years of age, employed on the gravel trains, accidentally fell off the cars between Bloomsbury and Springtown, and was instantly killed. Silas H. H. Clark, conductor; H. D. Whiting, engineer. Both are still in the employ of the Company.

On the 13th of October, Aaron Crate, brakeman on the regular freight train, fell between the cars while in the act of crossing from one car to another near Westfield Station, and was run over and instantly killed. He was a single man, about 23 years of age. Joseph Haynes, conductor; B. Wolever, engineer. Both are still in the employ of the Company.

On the 26th of October, George Couch, 30 years of age, conductor of stock train, while drilling cars at Phillipsburg, and in the act of removing the coupling from the bumper of a car which was in motion, fell upon the track, was run over and had both his legs cut off. He died from his injuries on the 30th. C. F. Ferry, engineer. Still in the employ of the Company.

On the 26th of October the 7.30 train from Easton run over a woman by the name of Sarah Stryker, near Dunn's Landing, between Somerville and Bound Brook, killing her instantly. She was picking up coals on the track at the time. She was reported as quite deaf. No blame could be attached to the engineer. H. A. King, conductor; John Alpaugh, engineer. Both are still in the employ of the Company.

On the 24th of November, Philip Gilmartin was run over near New Hampton Station and instantly killed. He is supposed to have been lying on the track and in liquor at the time. D. Folsom, conductor and engineer. Still in the employ of the Company.

On the 25th of November, Bridget McGowan, 54 years of age, and rather deaf, was walking up the track in face of the train from Elizabethport to Elizabeth, was struck by a car, knocked down, and had her arm and leg broken. The train was running very slowly at the time. The conductor tried to reach her with his foot from the platform, to push her out of the way, but failed. James Wilson, conductor; Hudson Ware, engineer. Both are still in the employ of the Company.

On the 30th of November, Captain Henry A. Jourdan, a native and resident of the State of Maine, was at the Port with his vessel for a load of coal, and was standing between some coal cars on the side track, evidently watching something on the river, and not aware that the engine was attached to them. He was caught and jammed between the bumpers and died from his injuries within an hour. Hudson Ware, conductor and engineer. Still in the employ of the Company.

On the 8th of December, William Miller, a brakeman on the stock train, had his leg broken by a collision at New Market Station with the regular freight train. N. Sheridan, conductor.

On the 29th of December, Mr. Jacobs, a native of Germany, was run over by an engine engaged in shifting coal cars on to the wharves at Elizabethport, and so much injured that he died from the effects on the following day. Hudson Ware, conductor and engineer. Still in the employ of the Company.

JOHN TAYLOR JOHNSTON,
President.

Sworn to before me this 10th day of February, 1865.

GEORGE W. COLLES,
Commissioner for the State of New Jersey.

R E P O R T

OF THE

RARITAN AND DELAWARE BAY R. R. CO.

F O R · T H E Y E A R 1 8 6 4 .

In obedience to an act entitled "An act respecting annual reports to the Legislature of railroad and other companies," passed February 24, 1852, the Raritan and Delaware Bay Railroad Company present the following report of the condition of their affairs on the first day of January, 1865:

Capital stock,	\$2,360,700 00	
First mortgage bonds,	1,000,000 00	✓
Second mortgage bonds,	250,000 00	✓
Convertible bonds,	140,000 00	✓
Equipment bonds,	105,000 00	✓
Toms River (branch railroad) bonds,	39,900 00	-
Other debts and obligations,	544,426 88	
	<hr/>	
	\$4,440,026 88	

Cost of railroad and equipments, \$2,596,481 11.

Number of passengers carried from the 1st of January, 1864 to the 31st of December, 1864, 171,929.

Tons of freight transported within the same period, 43,304.

R E C E I P T S .

From passengers,	\$136,445 44
From freight,	89,147 20
From other sources,	3,883 19
	<hr/>
	\$229,475 83

EXPENDITURES.

Maintenance of way and structures,	\$22,450 29
Repairs of machinery,	33,858 84
Operating expenses,	160,253 68
General expenses,	17,945 48
Office and incidental expenses,	21,766 89
	<hr/>
	\$256,275 18

ACCIDENTS.

July 22d.—Eugene Moon, a fireman in the employ of the Company, jumped off the switching engine at Port Monmouth whilst it was in motion, and had his foot crushed. Now well.

August 15th.—Morris, foreman of Camden and Amboy Railroad, jumped off the engine pulling the freight train at New Bedford, being desirous to stop there, and had his leg crushed; it was afterwards amputated.

August 27th.—W. Ryan, brakeman on the pier, after giving signal to the engineer of the switch engine to go ahead, attempted to jump into the cars whilst in motion, but fell between and had his leg crushed; it was afterwards amputated, and he is doing well. He declares it was entirely his own carelessness.

State of New Jersey, ss.

Joseph Torrey, Treasurer of the Raritan and Delaware Bay Railroad Company, being duly sworn, on his oath saith that the foregoing statement is just and true to the best of his knowledge and belief.

JOSEPH TORREY.

Sworn and subscribed before me February 2, A. D. 1865, at Jersey City.

A. S. JACKSON, *Master in Chancery.*

REPORT

OF THE

MORRIS & ESSEX RAILROAD COMPANY

FOR THE YEAR 1864.

Capital stock,	\$3,041,950 00
Funded debt,	1,164,500 00
Floating debt,	81,200 00
Contingent fund,	299,266 07

\$4,586,916 07

Cost of road and its appendages,	\$4,057,275 97
Capital stock of Newark and Bloom- field Railroad,	55,000 00
Wood on hand, paid for,	18,800 00
Cash and cash items,	405,840 10

\$4,586,916 07

INCOME DURING THE YEAR.

From passengers,	\$401,684 58
From freight,	158,994 19
From mails and sundries,	10,085 26

\$570,764 03

Paid for repairs, maintenance of way, motive power and contingencies,	\$399,009 29
Paid interest on funded and floating debt of the Company,	37,560 08

DIVIDENDS.

Two semi-annual dividends and one semi-annual interest dividend have been made during the year, payable in cash, and amounting to one hundred and twenty-one thousand four hundred and forty dollars and twelve cents.

NUMBER OF PASSENGERS CARRIED.

There have been transported on the road during the year one million thirty-two thousand nine hundred and seventy-three passengers, exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS.

Passenger trains,	189,650 miles.
Freight trains,	60,000 "
Gravel and wood trains,	20,850 "

CASUALTIES.

February 24th.—Wilson Ammuman, a brakeman on a freight train, in attempting to leap from the top of one car to another while the train was in motion, fell between the cars and was instantly killed. John L. Hubbard, conductor; Thomas Kuman, engineer. Both retained in the service of the Company.

March 19th.—Philip McGowan, a fireman on a freight engine, in attempting to extinguish fire in some hay while the train was in motion, fell between the cars and was killed. The county physician decided an inquest was not necessary. J. L. Hubbard, conductor; Charles Jones, engineer. Both still in the service of the Company.

April 19th.—Michael Freeman, aged 74, was walking on the track at night, near East Orange, was struck by an engine of a passenger train and killed. An inquest was held and the employees on the train exonerated from all blame. W. D. Dalrymple, conductor; W. H. Doty, engineer. Both retained in service.

June 1st.—Two boys, named William Chite and Enos Couter, who attempted to drive a wagon across the track near Orange, in front of an approaching train, were struck by the engine and killed. An inquest was held and the employees acquitted of all blame or charge of negligence. B. M. Pierson, conductor; Henry Randell, engineer. Both retained in the service of the Company.

June 9th.—John Kinney attempted to cross the track in front of an engine in the yard at Hoboken, but was struck by the engine and killed. The jury declared that the affair was accidental and no blame was attached to any one on the engine. William Nichols, engineer. Still in the service of the Company.

July 30th.—The body of a man named James Burns was found dead near the track at Valley Station, and it was supposed he had been struck by the engine of the night freight train. As the men in charge of the train testified that they did not see him, the jury decided that the Company or employees on the train could not be held accountable for his death. J. L. Hubbard, conductor; Thos. Kuman, engineer. Both retained in the Company's employ.

September 12th.—Charles Creaghan, walking on the track at night between Hackettstown and Waterloo, was struck by an engine of a

freight train and injured so that he died the next day. No inquest was deemed necessary, as no blame could be attached to any one on the train. J. M. Stewart, conductor; Wm. Osborne, Jr., engineer. Both retained in the service of the Company.

November 4th.—A man walking on the track near Morristown, and paying no attention to the signals made, was struck by the engine and killed. Nothing could be learned of him except that he had written his name as Charles Maichoul shortly before the accident occurred. T. N. Bently, conductor; William Osborne, engineer. Both retained in the Company's employ.

December 19th.—James Mitchell attempted to walk across the bridge west of Dover, in front of an approaching train, was struck by the engine and killed. No inquest was deemed necessary. William Osborne, engineer; T. N. Bentley, conductor. Both retained in the service of the Company.

J. C. GARTHWAITE, *President pro tem.*

WM. VANDERPOOL, *Secretary.*

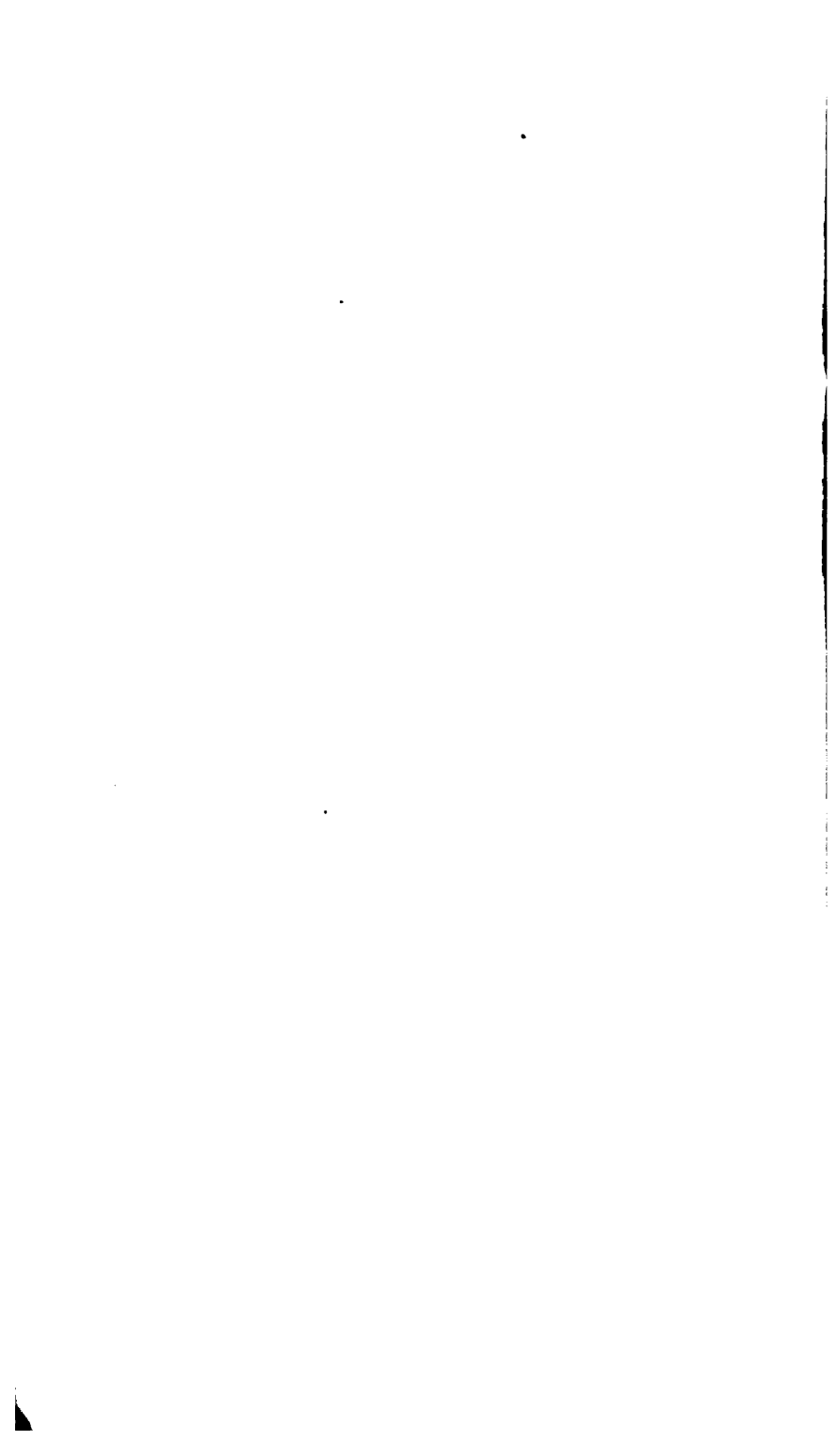
New Jersey, Essex County, ss.

Jeremiah C. Garthwaite, President, *pro tempore*, of the Morris and Essex Railroad Company, being duly sworn, on his oath saith that the foregoing statement is true and accurate, according to the best of his knowledge and belief.

J. C. GARTHWAITE.

Sworn and subscribed this 6th day of February, A. D. 1865, before me.

WM. VANDERPOOL, *Master in Chancery.*



REPORT

OF THE

WARREN RAILROAD COMPANY

FOR THE YEAR 1864.

In obedience to an act entitled "An act respecting annual reports of railroads and other companies," passed February 24th, 1852, the Warren Railroad Company present the following report of the condition of its affairs up to the first of January, 1865 :

Capital stock issued and actually paid in,	\$1,408,800 00
First mortgage bonds, due 1875, sold,	600,000 00
	<hr/> \$2,008,800 00

Which is the total cost of the Warren Railroad, including lands for right of way, depot buildings, cost of tunnels, bridges, &c., as made out February 1st, 1864.

EARNINGS OF THE ROAD FROM JAN. 1 TO DEC. 31, 1864.

From passengers,		\$26,673 49
From freight—coal,	\$185,186 72	
merchandise,	73,849 01	
express,	2,858 23	
	<hr/>	261,393 96
From transportation of the mails,		1,446 76
From telegraph,		507 83
		<hr/> \$290,022 04
The running expenses of the road, including depot agents, telegraph, track men and foremen, new rails and ties to replace those worn out, repairs to road bed, tunnels, bridges, viaducts, &c.,		\$159,512 12
		<hr/> \$130,509 92

Interest paid on bonds,	\$40,677 00	
Amount of United States government tax paid on profits applicable to dividends,	3,593 32	
		<u>\$44,270 82</u>
		<u>\$86,289 60</u>
Amount applicable to paying a dividend of 6 12-100 per cent. on \$1,408,300 capital stock,		86,187 96

Balance applicable to paying government tax on pas- sengers,	\$51 64
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Total number of passengers carried, 76,306½. Through, 30,924; way, 45,382½.

Total number of tons carried, 998,216, as follows:

Coal,	688,437 through,	162,352 way.
Merchandise,	61,982 “	83,608 “
Express,	1,607 “	285 “
	<u>752,026 “</u>	<u>246,190 “</u>

OF THE WAY COAL TRANSPORTED

153,819 ¹²⁴⁰ / ₂₂₄₀ tons were delivered at Washington, a distance of fourteen miles,	\$26,918 41
8,032 ¹⁶³⁰ / ₂₂₄₀ tons were delivered at Oxford, a distance of eleven miles,	1,124 57
1,185 ³⁰⁰ / ₂₂₄₀ tons were delivered at Bridgeville, a distance of six miles,	90 88
257 ³³⁰ / ₂₂₄₀ tons were delivered at Delaware, a distance of one mile,	8 21
Of the through, 688,437 ¹²⁰ / ₂₂₄₀ tons were delivered at New Hampton, a distance of eighteen and a quarter miles,	157,049 70
	<u>\$185,186 72</u>

The Company owe no debts except government taxes paid on passengers by connecting Company. The proportion due from this Company not having been rendered to them has not been deducted from the year's earnings, as shown by the above statement, together with two unsettled right of way cases.

No injury to any person on the trains has been reported during the past year.

The Warren Road, as now completed, commences on the west bank of the Delaware, at the terminus of the Delaware, Lackawanna and Western Railroad, and extends from thence to its junction with the Central Railroad of New Jersey at New Hampton, a distance of eighteen and one quarter miles, having cost two millions eight thousand

three hundred dollars, making one of the most expensive roads, in proportion to its length, in the country, owing to the building of the Delaware bridge and its two tunnels, together nearly a mile in length through solid rock. But notwithstanding its immense cost the road promises fair dividends to its stockholders.

The earnings of last year are considerably larger than those of the preceding one, but the expenses of operating the road are also much greater, owing to the immense rise in the wages of laborers, cost of iron, and every kind of material used in building and operating railroads, which has rendered the running expenses of all roads very heavy during the year, while the restrictions imposed by the charter on charges for transportation of passengers as well as of many classes of freight, are believed too severe to allow the business to be as remunerative as it should be in these times.

All of which is respectfully submitted.

JOHN I. BLAIR,

President of Warren Railroad Company.

Dated January 31st, 1865.

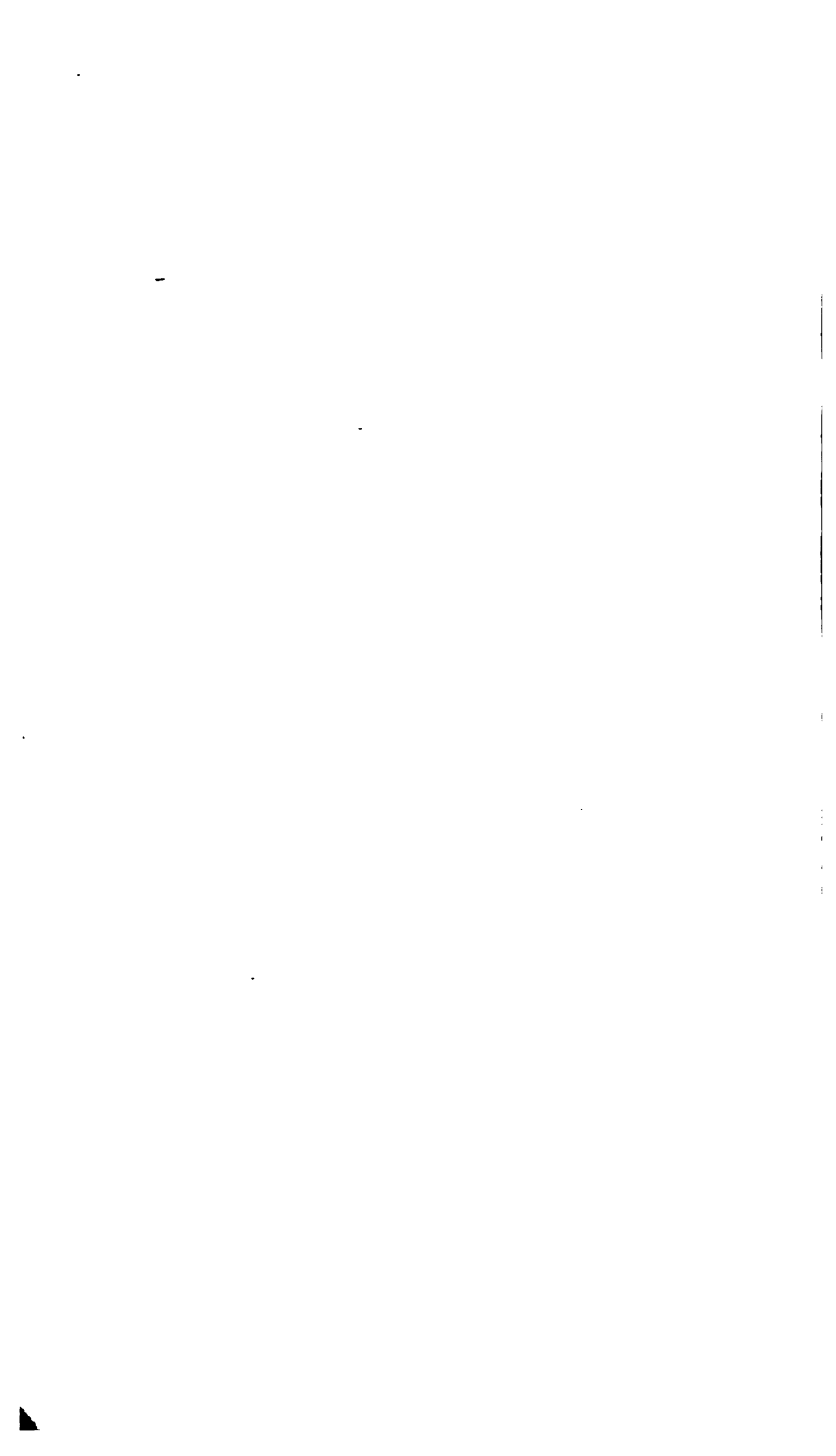
State of New Jersey, Warren County, ss.

John I. Blair, of full age, being duly sworn, upon his oath saith that the facts, matters and things set forth in the above report which is signed by him, are true in all things to the best of his knowledge and belief.

JOHN I. BLAIR.

Sworn and subscribed before me at Blairstown, N. J., this 31st day of January, 1865.

MARSHALL HUNT, *M. C.*



REPORT

OF THE

MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY

FOR THE YEAR 1864.

Length of road, 6 63-100 miles.	
Capital stock paid in,	\$102,365 00
Floating debt,	8,749 00
	<hr/>
	\$111,114 00
Cost of railroad to date for gradation, masonry, super- structure, iron, passenger and freight stations, land damages and engineering,	\$111,114 00
Passengers passing over the whole line of the road be- tween New Brunswick and East Millstone,	13,629½
Between New Brunswick and Middlebush,	4,062
Between New Brunswick and Voorhees,	2,094½
Intermediate places,	693
	<hr/>
Total passengers,	20,479
Number of tons of goods, wares, &c.,	14,321
	<hr/>
Receipts from passengers,	\$4,287 77
From freight,	8,223 69
	<hr/>
	\$12,511 46
Expenses,	7,325 57
	<hr/>
Balance,	\$5,185 89

New Jersey, ss.

Isaac R. Cornell being duly sworn, upon his oath saith that he is the President of the Millstone and New Brunswick Railroad Company, and that the foregoing statements of the earnings and expenditures of said Company during the last year is, to the best of his knowledge and belief, correct.

ISAAC R. CORNELL.

Sworn to and subscribed this 14th day of February, A. D. 1865, before me, at Jersey City.

L. ZABRISKIE,
Supreme Court Commissioner.

REPORT
OF THE
ROCKY HILL RAILROAD COMPANY
FOR THE YEAR 1864.

Capital stock paid in,	\$43,495 00
Debts,	800 00
Cost of road to date,	41,615 38

The road not being entirely completed, and the part now in use having only been worked a few weeks, it is impossible to state the current expenses or receipts of that short time with accuracy.

No accidents have occurred on the road.

State of New Jersey, Mercer County, ss.

David H. Mount, President of the Rocky Hill Railroad and Transportation Company, being duly sworn, on his oath saith that the above statements are true to the best of his knowledge and belief.

D. H. MOUNT.

Sworn and subscribed this 30th day of January, A. D. 1865, before me.

WM. C. HOWELL, *Justice of the Peace.*

REPORT

OF THE

VINCENTOWN RAILROAD COMPANY

FOR THE YEAR 1864.

In obedience to an act entitled "An act respecting annual reports to the Legislature of Railroad and Canal Companies," approved February 24th, 1852, the Vincentown Branch of the Burlington County Railroad Company presents the following report of the condition of said road to January 1st, 1865:

Length of road, three miles.

Capital stock paid in,	\$24,780 00
Funded debt,	15,000 00
Floating debt,	600 00
Entire cost of road, equipments, buildings and incidental expenses,	49,833 91

Receipts of the road from May 16th to October 1st, 1864:

For freight,	\$544 63
For passengers,	904 97
Other sources,	657 48

\$2,107 08

Disbursements for the same period,	1,447 97
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On the first of October this road was leased to and has since been operated by the Burlington County Railroad Company.

No accident has occurred.

State of New Jersey, Burlington County, ss.

John S. Irick, President of the Vincentown Branch of the Burlington County Railroad Company, being duly sworn according to law,

saith that the above statement and report are in all things correct and true, according to the best of his knowledge and belief.

JOHN S. IRICK, *President.*

Sworn and subscribed this 31st day of January, A. D. 1865, before me.

JOHN R. SLACK, *M. C. C.*

REPORT

OF THE

WEST JERSEY RAILROAD COMPANY

FOR THE YEAR 1864.

In compliance with an act of the Legislature of the State of New Jersey, approved February 24th, 1852, and a supplement thereto, approved March 11th, 1853, the West Jersey Railroad Company present the following report for the year ending December 31st, 1864:

Capital stock paid in,	\$588,400 00
Loan at 6 per cent.,	700,000 00
Total cost of road,	1,068,685 12
Other capital expenditures,	892,564 20
Current receipts from passengers, freight, mails, &c.,	207,952 34
Current expenditures for working road, &c.,	116,408 17

STATE OF PENNSYLVANIA, }
CITY AND COUNTY OF PHILADELPHIA, } ss.

Be it remembered, that on this 20th day of January, 1865, before the subscriber, a Commissioner for the State of New Jersey, residing in the City of Philadelphia, duly commissioned and authorized to take oaths, &c., personally appeared Robert F. Stockton, known to me as the President of the West Jersey Railroad Company, who, being duly sworn, according to law, did depose and say that the facts in the above statement are true to the best of his knowledge and belief.

R. F. STOCKTON, *President.*

Sworn and subscribed before me the day and year above written, as witness my hand and official seal.

A. I. FISH,
Commissioner for New Jersey.

On the 2d day of June last the 6.00 A. M. train from Camden, when near Gloucester Station, struck a man named Charles Wigole, who was walking on the track, as was his frequent custom, inflicting such serious injuries that he died shortly after. The proper signals were given and attempts made to stop the train. He stepped out, but not far enough to avoid contact with the engine. The engineer in charge of the train when the accident above reported occurred was John Schenck; conductor, Henry C. Mulliner. Both are still retained in the service of the Company.

J. VAN RENSSELEAR, *Sup't.*

R E P O R T
OF THE
SALEM RAILROAD COMPANY
FOR THE YEAR 1864.

Capital stock,	\$180,550 00
Bonded debt,	100,000 00
Cost of road and equipments,	250,777 85
Receipts from passengers, freight, mail, &c., during the year,	34,439 25
Current expenditures during the year,	27,826 98

A guarantee dividend of three per cent. was paid in cash in December, 1864.

State of New Jersey, ss.

William F. Reeve, President, and D. W. C. Clement, Treasurer of the Salem Railroad Company, on their respective affirmation and oath say that the foregoing statement is true to the best of their knowledge and belief.

WM. F. REEVE, *President*,
D. W. C. CLEMENT, *Treasurer*.

Subscribed, affirmed and sworn before me this 25th day of January, 1865.

THOS. V. F. RUSLING, *Commissioner*.

There has been no accident on this road during the past year.

J. VAN RENSSELEAR, *Sup't*.

REPORT

OF THE

MILLVILLE & GLASSBORO' RAILROAD CO.

FOR THE YEAR 1864.

In obedience to the act passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of railroad and other companies," the Millville and Glassboro' Railroad Company present the following report:

Capital stock,	\$168,198 36
Funded debt,	3,750 00
Floating debt,	28 00
Cost of road and equipments,	403,035 77
Received for rents, &c., during the year,	38,407 62
Paid for building car and station houses, debts, interest, government tax, salary, &c.,	20,095 35
Paid one dividend of 3 per cent., amounting to	11,043 00

This road being now under lease, this Company have no other knowledge of matters required than the above statement.

State of New Jersey, Cumberland County, ss.

Be it known, that on this 14th day of January, A. D. 1865, before the subscriber, a Master in Chancery of New Jersey, personally appeared William D. Kemble, Treasurer of the Millville and Glassboro' Railroad Company, who being sworn according to law, did depose and say that the above statement is correct and true.

WM. D. KEMBLE, *Treasurer.*

Sworn and subscribed before me the day and year above written.

JAMES H. NIXON, *M. C. C.*

State of New Jersey, Gloucester County, ss.

Be it known, that on this 18th day of January, A. D. 1865, before the subscriber, a Master in Chancery of New Jersey, personally appeared Thomas H. Whitney, President of the Millville and Glassboro' Railroad Company, who being duly affirmed according to law, did affirm and say that the foregoing statement is true and correct, according to the best of his knowledge and belief.

THOS. H. WHITNEY, *President.*

Affirmed and subscribed before me January 18, 1865, at Woodbury.

WM. D. SCOTT, *M. C.*

REPORT

OF THE

CAPE MAY & MILLVILLE RAILROAD CO.

FOR THE YEAR 1864.

In compliance with the act approved February 24th, 1852, the Cape May and Millville Railroad Company present the following statement for the year 1864:

Capital stock,	\$300,000 00
Bonded indebtedness,	200,000 00
Other indebtedness,	124,064 20
Cost of road and equipments,	622,746 01
Current receipts from passengers, freight, &c.,	63,749 57
Current expenditures,	42,591 52

C. B. DUNGAN, *President.*

State of Pennsylvania, City and County of Philadelphia, ss.

Be it remembered, that on this 20th day of January, 1865, before the subscriber, Asa I. Fish, a Commissioner for the State of New Jersey, residing in the City of Philadelphia, duly commissioned to take the acknowledgment of deeds, &c., and to administer oaths, personally appeared Charles B. Dungan, Esq., known to me as the individual who signed the foregoing statement, and he having been duly sworn according to law, did depose and say that the foregoing statement is true to the best of his knowledge and belief, and that he is the President of the Cape May and Millville Railroad Company. Witness my hand and official seal.

A. I. FISH, *Commissioner for New Jersey.*

In September last, George Rebeau, a fireman employed by the Company, was riding on a passenger train, and in attempting to get

off while the train was in motion at Woodbine Station, slipped, fell, and one leg getting under the car, was badly broken. He was alone to blame. The engineer in charge of the locomotive when the accident above reported occurred was Daniel Cassidy; conductor, Richard T. Brown. Both are still in the service of the Company.

J. VAN RENSSALEAR, *Sup't.*

R E P O R T

OF THE

CAMDEN & ATLANTIC RAILROAD CO.

FOR THE YEAR 1864.

Capital stock paid in,		\$1,062,243 06
Funded debt,		1,035,275 80
Floating debt,		123,929 81
Cost of road and equipments,		1,881,414 32
Interest paid during the year 1864,		73,507 87
Receipts of the road from passengers,	\$172,109 30	
From freight,	55,633 90	
From other sources,	3,722 91	
		<u>\$231,466 11</u>
Expenses for working said road, including repairs, maintenance of way, motive power and contingencies,		\$160,359 95

ACCIDENTS.

Wm. Surran, a brakeman employed on the train, while standing on the bumper of a car, after separating the train, let go his hold of the brake to signal the engineer, when the portion of the train which was following threw him down and passed over him, crushing his left elbow. He was taken to the Pennsylvania Hospital on the 18th of January, where his arm was amputated, but died on the 8th of April following. D. H. Mundy, conductor; Wesley Palmer, engineer. Both retained.

B. Emory, an old man and very deaf, while walking on the track, was run over by the train on the 20th of April. He was not discovered until too late to save him. He was taken to the Pennsylvania Hospital, where he died on the 22d. D. H. Mundy, conductor; S. Palmer, engineer. Both retained.

John Lynch, a passenger, while passing from one car to the other, in a state of intoxication, fell from the platform, was run over by the train, and died about ten minutes after. His body was brought to Camden, and a coroner's inquest held, and a verdict rendered exonerating the Company from all blame. Samuel W. Gilbert, conductor; Sylvester Palmer, engineer. Both retained.

Ferris Worrell, a brakeman on the train, while in the discharge of his duties, slipped, or from some cause fell between the cars, was run over and instantly killed. Alfred Glenn, conductor; Charles Zouche, engineer. Both retained.

ROBERT FRAZER,

President of Camden & Atlantic R. R. Co.

New Jersey, Camden County, ss.

Personally appeared before the subscriber, a Master in Chancery of said State, Robert Frazer, who being by me duly sworn, saith that the above report, certified by him, is true.

Sworn before me, this 30th of January, 1865.

T. P. CAYNTON, *M. C.*

REPORT

OF THE

SOUTH BRANCH RAILROAD CO.

FOR THE YEAR 1864.

In conformity with an act of this State requiring annual reports to the Legislature of railroad and canal companies," approved February 24, 1852, the South Branch Railroad Company makes the following report:

Amount of work done to January 1, under the head of	
grading and construction account,	\$342,048 53
Paid on account of right of way,	52,696 74
Amount received on the capital stock,	340,000 00

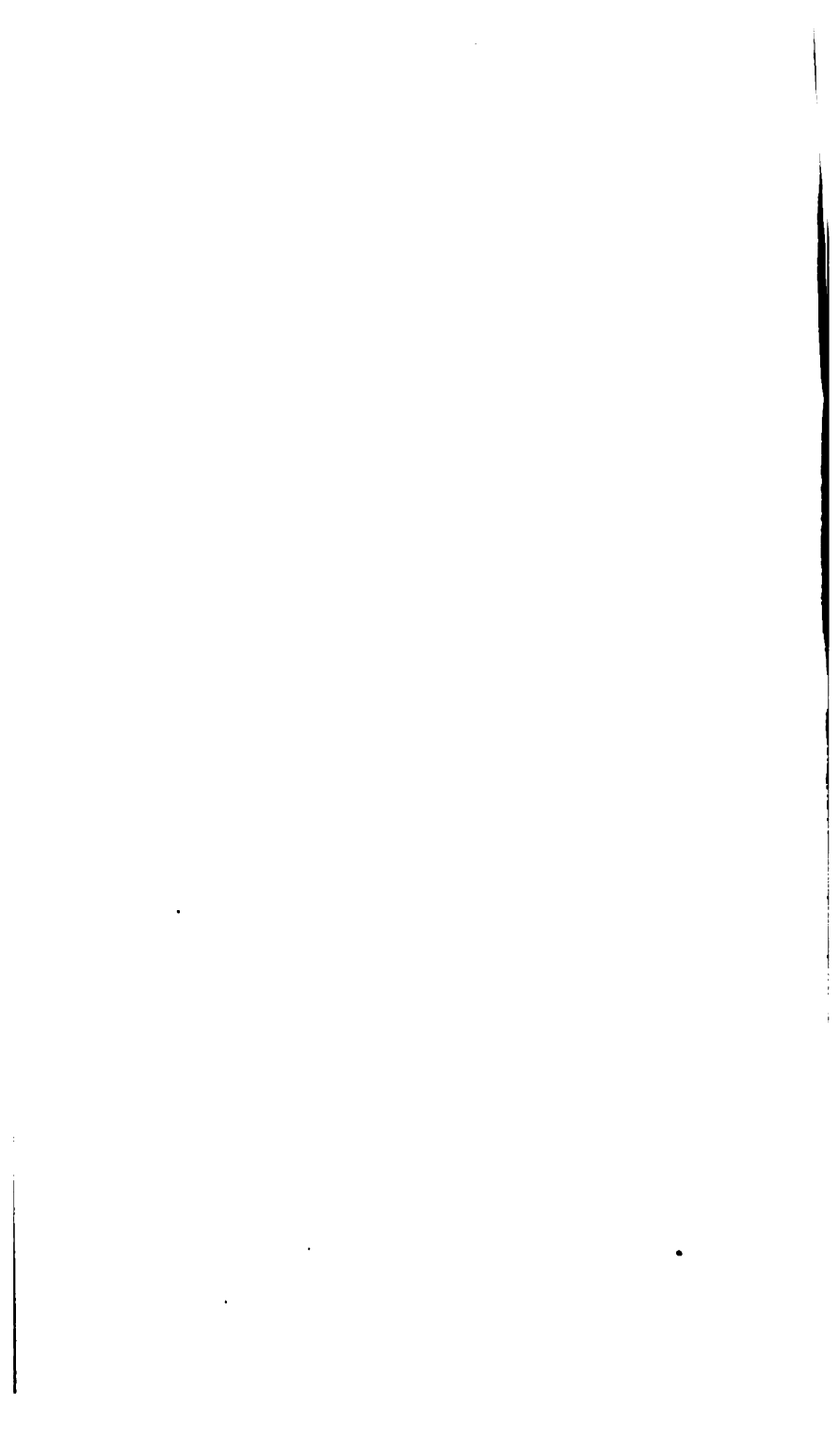
The road is leased at the annual rent of six per cent. on its cost, to the Central Railroad Company of New Jersey, who have operated it since July first last, at which time it was regularly opened for business, and the receipts therefrom appear in other accounts.

Samuel Knox, Secretary and Treasurer of the South Branch Railroad Company, being duly sworn according to law, on his oath saith that the foregoing report is just and true, according to the best of his knowledge, information and belief.

SAMUEL KNOX.

Sworn to before me this 31st day of January, 1865.

GEORGE W. COLLES,
Commissioner for the State of New Jersey.



R E P O R T

OF THE

NEWARK & BLOOMFIELD RAILROAD CO.

FOR THE YEAR 1864.

Amount of capital stock paid in,	\$103,890 00
Cost of road and its appendages to date,	112,151 36
Income from passengers, freight, &c.,	31,499 33
Paid for repairs, maintenance of way and contingencies,	30,583 07
Wood on hand, paid for,	3,465 00

One dividend has been paid during the year of five per cent. on the capital stock, amounting to \$5,180.

There have been transported on the road during the year 155,650 passengers, exclusive of commuters and those who ride free, as follows:

Between Newark and Roseville,	4,571
Between Newark and Bloomfield,	94,789
Between Newark and Montclair,	49,580
Way passengers,	6,710

Total,	155,650
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The number of miles run during the year is 23,746.

No serious accident has occurred on the road.

IRA DODD, *President.*

New Jersey, Essex County, ss.

Ira Dodd, President of the Newark and Bloomfield Railroad Company, being duly sworn, on his oath saith that the foregoing statement, and report is true, to the best of his knowledge and belief.

IRA DODD.

Sworn and subscribed before me this 3d day of February, 1865.

A. G. SAYRE, *Master in Chancery.*

REPORT

OF THE

SUSSEX RAILROAD COMPANY

FOR THE YEAR 1864.

Capital stock,	\$192,900 00
Funded debt,	200,000 00
Floating debt,	4,924 17

\$397,824 17

\$397,824 17

Cost of road and its appurtenances,

Receipts for passengers, freight, express,
&c.,

\$45,325 50

Due from the United States for carrying
mail, January 1, 1865,

258 42

\$45,583 92

In addition to the above are unsettled claims against the United States for carrying mails on the road and from the depot to the post office.

Paid for operating expenses,

\$11,777 69

Repairs of road and equipments,

14,824 95

\$26,602 64

Paid interest on debt of Company,

13,107 09

The number of miles run by passenger and freight trains is 21,000.

No dividends have been paid.

One accident occurred. John Tracy, a brakeman, had his foot mashed at Waterloo. He slipped while coupling cars.

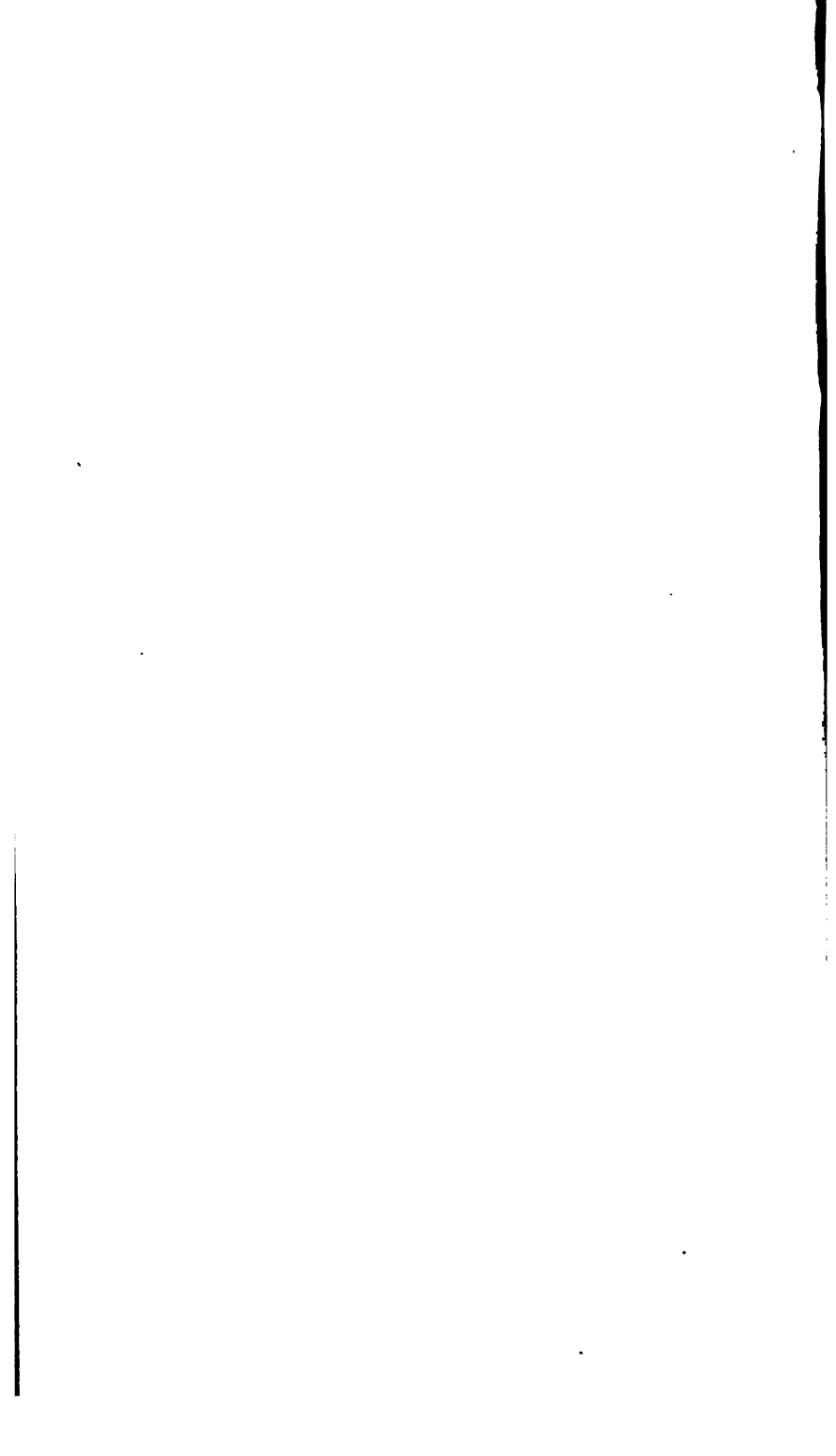
State of New Jersey, Sussex County, ss.

Aaron Peck, President of the Sussex Railroad Company, being duly sworn, on his oath saith that the foregoing statement is true to the best of his knowledge and belief.

A. PECK.

Sworn and subscribed at Newton, January 31st, 1865, before me.

DAVID THOMPSON, *Master in Chancery.*



REPORT

OF THE

NORTHERN RAILROAD OF N. J.

FOR THE YEAR 1864.

Cash capital,	\$158,800 00
Funded debt, (bonds,)	260,000 00
Floating debt,	45,072 31
Cost of road and equipment,	452,115 95

EARNINGS YEAR ENDING SEPTEMBER 30, 1864.

From passengers and commuters,	\$93,397 31
From freight,	43,851 93
From mail, express, &c.,	9,686 72

EXPENSES SAME TIME.

Operating,	\$112,319 60	
Terminal,	19,700 46	
	<hr/>	\$132,020 06
Material and wood on hand Sept. 30, 1864,	\$19,803 00	
Less stock on hand Sept. 30, 1863,	5,519 01	
	<hr/>	14,283 99
		<hr/>
		\$117,736 07

Passengers carried, 190,516½; freight carried, 13,230 tons; miles run by trains, 99,787.

No person was injured on the road during the year ending September 30, 1864.

State of New Jersey, Hudson County, ss.

Thomas H. Herring being duly sworn according to law, on his oath saith that he is President of the Northern Railroad Company of New Jersey, and that the foregoing statement is true to the best of his knowledge and belief.

THOS. H. HERRING, *President.*

Sworn and subscribed this 9th day of January, 1865, before me.

CHARLES H. VOORHEES, *Master in Chancery.*

REPORT

OF THE

PATERSON & HUDSON RIVER R. R. CO.

FOR THE YEAR 1864.

The Paterson and Hudson River Railroad Company respectfully report:

That the capital of said Company is now	\$630,000 00
The cost of said railroad, including land, depot build- ings and appurtenances, is	630,000 00
There is no funded debt of this Company.	
The rent of the road is, per annum,	53,400 00
Two dividends, one of $4\frac{1}{2}$ per cent. and one of 4 per cent. during the last year, and which has been de- clared over and above government tax,	53,550 00

The said road being now under lease to and managed by the New York and Erie Railway Company, under the sanction of the Legislature of this State, this Company has no other knowledge of the matters required than the above statement.

All which is respectfully submitted.

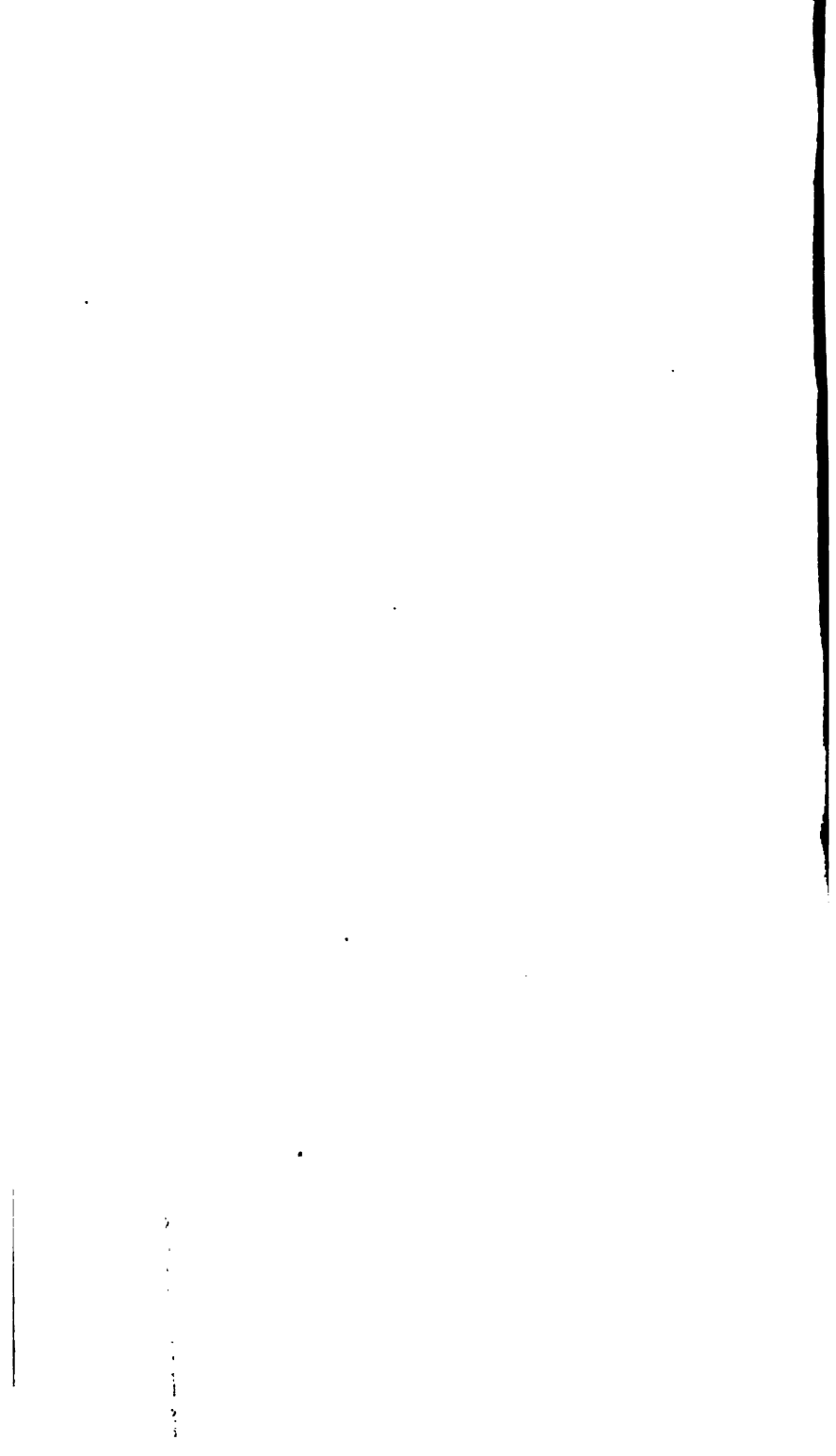
A. S. PENNINGTON, *Treasurer.*

New Jersey, ss.

Personally appeared before me Aaron S. Pennington, who being by me duly sworn according to law, deposeth and saith he is Treasurer and Secretary of the Paterson and Hudson River Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

A. S. PENNINGTON.

Sworn and subscribed before me this 14th day of February, 1865.
W. S. JOHNSON, *M. C.*



REPORT

OF THE

PATERSON & RAMAPO RAILROAD CO.

FOR THE YEAR 1864.

Capital stock paid in,		\$248,000 00
Funded debts, viz : Bonds outstanding,	\$85,000	
Bonds redeemed,	15,000	
	<hr/>	100,000 00
Cost of road and equipments,		350,000 00
Income, rent from Erie Railway Company,		26,500 00
Interest,		600 00
Dividends, 5½ per cent. on \$248,000,		13,640 00
Expenses for contingencies, taxes, &c.,		2,558 99
Paid sinking fund to redeem bonds,		5,000 00
Paid interest on bonds, (\$85,000 at 7 per cent.)		5,950 00

The said road being under lease to and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this Company have no knowledge of the other matters required.

All which is respectfully submitted.

ROBERT BAYARD, *President.*

New York, to wit :

Robert Bayard being duly sworn, on his oath saith, that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 26, 1865.

CHAS. BAMHUGH,
Notary Public, City and County of New York.

Report of Accidents on the Paterson and Hudson River and Paterson and Ramapo Railroads for the year ending September 30, 1864.

1863—November 18.—Edward Bastinella, a clerk in freight office at Jersey City, jumped off a train, and had his left arm crushed. It was amputated, and he recovered.

November 22.—Two unknown men, walking on the track near Boiling Spring, were run over by a train, and one instantly killed; the other died in a few days.

December 5.—An unknown man was run over at Jersey City while walking on the track, and instantly killed.

December 14.—S. Taylor, freight dispatcher, was run over and killed at Jersey City, while coupling cars.

1864—May 5.—An unknown woman threw herself upon the track near Godwinville, was run over and killed; probably a suicide.

June 3.—A. Surbmayer, a laborer, was killed at Boiling Spring in attempting to jump on the cars while in motion.

July 27.—Thomas Brown, a passenger and enlisted soldier, while attempting to jump in order to escape the guard, was killed by falling near Ramseys.

September 12.—Mary Fitzpatrick was killed at Bergen, while walking on the track.

The Erie Railway Company has operated during the past year the roads of the Paterson and Hudson River and Paterson and Ramapo Railroad Companies, under the lease made by said Companies in connection with the Erie Railway Company, and has repaired and maintained said roads, and has furnished all the motive power used thereon, and the particulars of such operations and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified as applied exclusively to said roads.

City and County of New York, ss.

Robert H. Berdell, President of the Erie Railway Company, being duly sworn, deposeth and says that the above report is true and correct to the best of his knowledge and belief.

ROBERT H. BERDELL.

Sworn to before me this 5th day of January, 1865.

J. D. WHITE, *Notary Public, New York.*

ANNUAL REPORTS

OF THE

RAILROAD & CANAL COMPANIES

OF THE

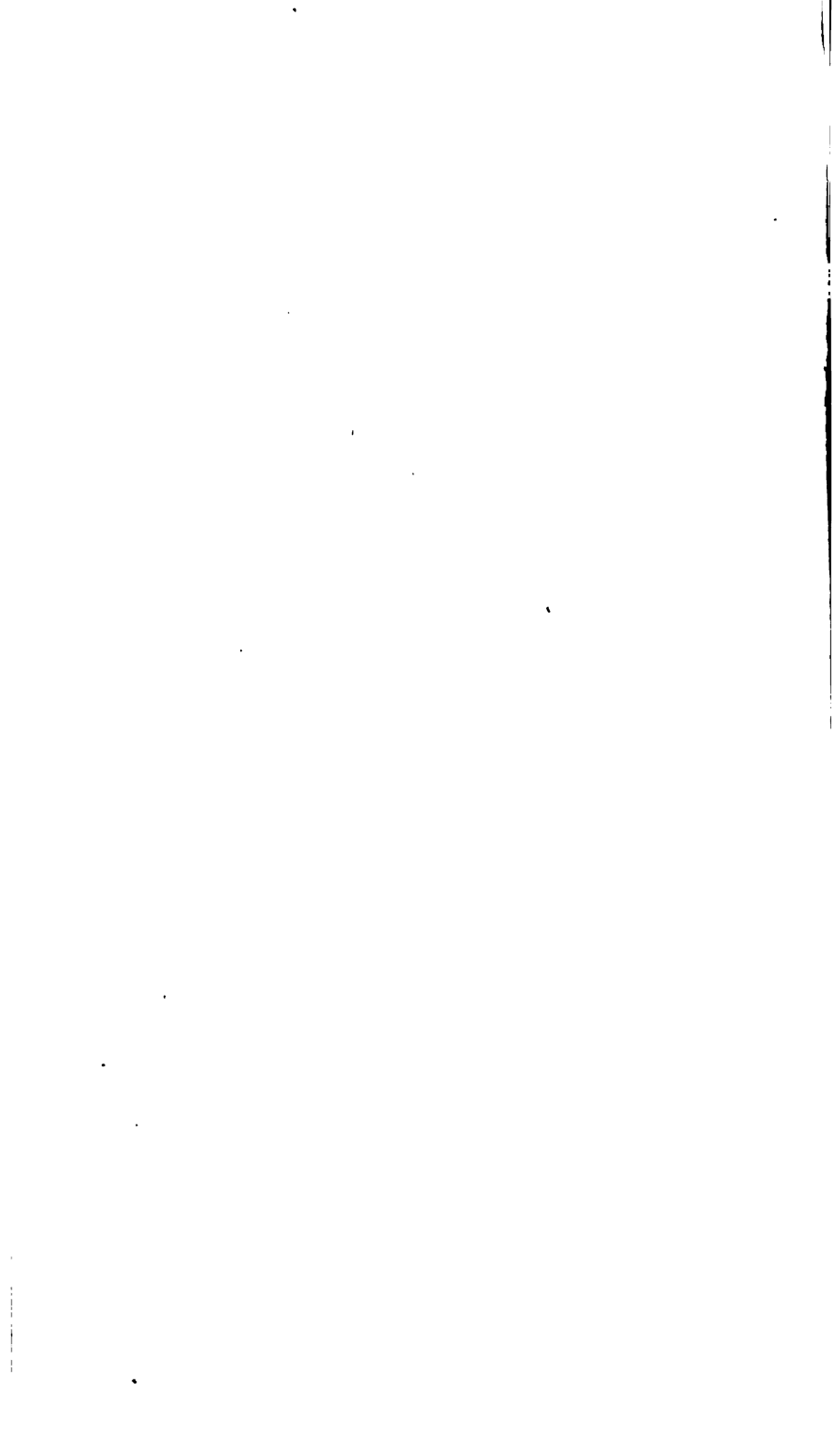
STATE OF NEW JERSEY,

FOR THE YEAR 1865.

TRENTON, N. J.:

PRINTED AT THE "STATE GAZETTE" OFFICE.

1866.



REPORT OF THE CENTRAL RAILROAD COMPANY OF N. J.

TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
OF THE CONDITION OF THEIR AFFAIRS ON THE FIRST JANUARY 1866.

In obedience to an act entitled "An act respecting annual reports to the Legislature of railroads and other companies," passed February 24, 1852, the Central Railroad Company of New Jersey, present the following report of the condition of their affairs on the first of January, 1866:

Capital stock-----	\$10,685.940	00
First mortgage bonds-----	909,000	00
Second mortgage bonds-----	600,000	00
Quarterly dividends $2\frac{1}{2}$ per cent., due January 15---	261,721	14
Interest accrued not yet due-----	33,250	00
Accounts payable-----	543,664	65
Balance to credit of Renewal Fund-----	628,159	26
	<u>\$13,661,735</u>	<u>05</u>
Railroad-----	\$6,106,957	27
Communipaw filling and bulkhead----	585,119	06
Port Johnston coal wharf-----	187,011	31
Land and wharves at Elizabethport---	301,855	07
Station houses, shops, &c-----	218,736	33
	<u>7,399,679</u>	<u>04</u>
Engines-----	685,000	00
Cars-----	598,772	55
	<u>1,283,772</u>	<u>55</u>
Ferry interest, boats and scows-----	604,587	03
Other property, fuel, materials, &c---	3,967,199	08
	<u>4,571,786</u>	<u>11</u>
Cash and accounts receivable-----	406,497	35
	<u>\$13,661,735</u>	<u>05</u>

RAILROAD AND CANAL REPORTS

RECEIPTS AND EXPENSES FOR 1865.

Ordinary Receipts.

Passengers-----	688,774 05	
Merchandise-----	898,287 32	
Coal-----	1,388,492 82	
Mail express, rents, &c-----	60,835 70	
		<hr/>
		3,036,389 89

Ordinary Expenses.

Running expenses-----	\$356,788 25	
Wood consumed-----	90,746 71	
Coal consumed-----	259,238 66	
Repairs of road-----	249,074 01	
Repairs of engines-----	155,312 89	
Repairs of cars-----	114,778 00	
Repairs of buildings, bridges, &c-----	98,567 71	
Ferry expenses-----	178,699 10	
Expense account-----	49,041 18	
Miscellaneous expenses-----	56,602 38	
Car services-----	139,584 83	
		<hr/>
		1,748,433 72

1,287,956 17

Deduct interest account-----	\$170,858 65	
" Taxes for 1865-----	31,219 64	
" United States taxes-----	90,041 00	
" Dividend-----	861,675 85	
		<hr/>
		1,153,795 14

Balance used in reducing property accounts-----		\$134,161 03
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DIVIDENDS.

Quarterly dividends of two and a half per cent. have been made in cash, and also a stock dividend or allotment of twenty-five per cent.

MILES RUN BY TRAINS.

Miles run by passenger trains-----	431,334
" " merchandise trains-----	230,361
" " coal trains-----	393,693
	<hr/>
Total by transportation trains-----	1,055,388
Miles run by wood trains-----	3,100
" " grand and construction trains-----	129,490
	<hr/>
Total miles run by trains-----	1,187,978

TABLE OF PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR 1865.

Stations.	To.	From.	Total.
New York-----	299,220	313,303½	612,523½
Communipaw-----	5,513½	6,565	12,078½
Bay Cemetery-----	11,309½	9,869	21,178½
Salterville-----	10,874	12,165½	23,039½
Mariner's Harbor-----	10,941½	9,584	20,525½
Bergen Point-----	27,207½	27,281	54,488½
Elizabethport-----	59,913½	69,868	129,781
Elizabeth-----	133,149	125,088½	258,237½
Mulford-----	9,673	6,627½	16,300½
Crawford-----	9,963	9,038	19,001
Westfield-----	12,816½	11,852	24,668½
Scotch Plains-----	10,021½	9,824½	19,846
Plainfield-----	55,679½	57,002	112,681½
New Market-----	10,226½	9,375	19,601½
Bound Brook-----	18,528	18,865½	37,393½
Somerville-----	33,933	34,936½	68,869½
Ricefield-----	754½	403½	1,158
Haytown-----	2,362½	1,541	3,903½
Neshanic-----	4,785½	4,851	9,636½
Three Bridges-----	3,189	2,338½	5,527½
Flemington-----	9,718	10,277	19,995
Raritan-----	2,779	2,593½	5,372½
North Branch-----	4,367½	4,010	8,377½
White House-----	8,605	8,336	16,941
Lebanon-----	2,852	2,798	5,650
Clinton-----	9,588½	9,585	19,173½
High Bridge-----	5,122½	5,077	10,199½
Spruce Run-----	4,471½	4,398	8,869½
Junction-----	32,933½	30,373	63,306½
Asbury-----	5,080	4,971½	10,051½
Valley-----	2,824½	2,726	5,550½
Bloomsbury-----	7,232½	7,586	14,818½
Springtown-----	3,122	3,007	6,129
Phillipsburg-----	7,425½	9,417½	16,843
Easton-----	92,624	83,271½	175,895½
	<hr/> 928,806½	<hr/> 928,806½	<hr/> 1,857,613
Number of passengers carried-----			928,806½
“ “ “ one mile-----			28,831,715

RAILROAD AND CANAL REPORTS.

TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD
OF NEW JERSEY, FOR THE YEAR 1865.

			Tons.
Between New York and Bergen Point-----			1,380
“ “ “ Mariners' Harbor-----			504
“ “ “ Elizabethport-----			12,896
“ “ “ Elizabeth-----			37
“ “ “ Crawford-----			387
“ “ “ Westfield-----			464
“ “ “ Scotch Plains-----			1,119
“ “ “ Plainfield-----			4,135
“ “ “ New Market-----			567
“ “ “ Bound Brook-----			943
“ “ “ Somerville-----			2,176
“ “ “ Ricefield-----			206
“ “ “ Flagtown-----			1,559
“ “ “ Neshanic-----			1,955
“ “ “ Three Bridges-----			2,359
“ “ “ Flemington-----			4,378
“ “ “ Raritan-----			2,429
“ “ “ North Branch-----			1,519
“ “ “ White House-----			2,169
“ “ “ Lebanon-----			1,600
“ “ “ Clinton-----			5,617
“ “ “ High Bridge-----			1,484
“ “ “ Spruce Run-----			1,172
“ “ “ Junction-----			34,534
“ “ “ New Hampton-----			1,337
“ “ “ Asbury-----			436
“ “ “ Valley-----			676
“ “ “ Bloomsbury-----			1,484
“ “ “ Springtown-----			617
“ “ “ Phillipsburg-----			2,380
“ “ “ Easton-----			95,727
“ Elizabethport “ New Hampton-----			501,151
“ “ “ Phillipsburg-----			545,097
“ Elizabeth “ New Hampton-----			7,192
“ “ “ Phillipsburg-----			76,648
“ “ “ All intermediate stations-----			78,822
Total number tons-----			1,397,156
	Tons.		Miles.
Merchandise-----	317,181	Carried	17,338,585
Iron-----	75,469	“	4,830,016
Coal-----	1,004,506	“	55,683,624
1,397,156			77,852,225

ACCIDENTS IN 1865.

On the 17th of March, engine Jefferson, broke through Bloomsbury bridge, precipitating her train, killing instantly Lewis D. Holland, the engineer, Wilson House, fireman, Philip Harrison and Isaac Haggerty, brakemen; engine Camden, following them also fell through with her train, the engineer, Hiram A. Farmer, was seriously injured. The Jefferson was running coal, and the Camden, iron train; H. A. Farmer, still in the employ of the company.

On the 17th of April, Rev. F. A. Parmenter, attempted to get on passenger train at the Port after train had started, and fell under the wheels and was instantly killed. Theo. C. Little, conductor, still in the employ of the company. Chas. Rogers, engineer, not at present in employ of the company.

On the 20th April, a boy named Isaac Frazee, attempted to jump on a coal train as it was passing through Plainfield and was killed. James Henry, conductor and engineer, not now in employ of company.

On the 28th April, a boy named Snyder, attempted to jump on passenger train at Elizabeth, and had his leg cut off, and was otherwise injured. James Wilson, conductor, still in employ of company.

On the 19th May, at Clinton, Stephen McCarther, brakesman, while running ahead of the engine slipped and was run over, he died the same night. John R. McCall, engineer and conductor, still in the employ of the company.

On the 9th June, James Fitzsimmons, engineer and conductor of coal train, was killed by his engine running off the track and upsetting the tender on him, it was caused by the misplacement of a switch by persons not in employ of company.

On the 1st July, at Middlebrook crossing, a wagon containing Charles Hodge and William Coulter, was struck by 8 P. M. Express. Coulter was instantly killed, and Hodge seriously injured. John Jennings, conductor, and H. J. Atwood, engineer, both in employ of company.

On the 3d July, at Elizabeth, an unknown man was instantly killed while attempting to get on the 6 P. M. passenger train to New York; no information whatever could be found regarding him. Theo. C. Little, conductor, still in employ of company. Chas. Rogers, engineer, not at present in employ of company.

On the 5th August, at New Hampton, Elias Applegate, engineer and conductor, while taking the numbers of his train, was run over by engine Gloucester, and instantly killed. Ezra Nason, engineer and conductor, still in the employ of the company.

On the 12th August, at Somerville, a man named Peter Quick, while crossing the track, was struck by the Flemington train and instantly killed. Samuel V. Davis, engineer, and Wm. F. Rand, conductor, both in the employ of company.

On the 17th August, near Scotch Plains, Wm. P. Ballenger,

brakesman on coal train, fell off and had his leg cut off. John R. Wood, conductor and engineer, not at present in employ of company.

On the 15th September, at Phillipsburg, Neal O'Brien crawled under a loaded car to sleep; at 2 A. M., the train was shifted and cut off both his legs, he died the same day.

On the 21st September, at Elizabethport, a boy named Lenham attempted to jump on a train, and had arm and leg cut off—he died the same day. James Thomas, engineer, still in the employ of the company.

On the 6th November, at Somerville, Peter Morgan, a fireman, while crossing the track ahead of mail train, was run over and had one leg cut off and the other crushed; he was taken to the New York hospital, where he died on the 27th. F. P. Hill, conductor, A. Riggs, engineer, both still in the employ of company.

On the 28th November, at Salterville, James Hannon, laborer, on the track was struck by the engine of gravel train and instantly killed. H. A. Farmer, engineer, and Geo. M. Debow, conductor, both still in the employ of company.

On the 1st December, about a mile west of White House, Joseph B. Case, engineer and conductor of coal train bound east, discovered a loaded freight car on north track; he stopped his train and sent out flag to stop express train bound west, and succeeded in so doing: on starting his own train again it broke in two, and before he coupled it, the eastward bound express ran into the hind part of his train, killing R. L. Chidsey, James L. Tyler, D. Mettler, Edward Johnson, George W. Miller, Edward Davis, Mary Francis, S. W. Edinger and wounded Mrs. Henry Ironton, Dr. H. M. Fagan, Andrew O'Neal, W. W. Marsh, Wm. Steckel, George Walters, A. S. Strong, Mrs. A. S. Strong, F. C. Lowthrop, John F. Stiger, J. E. Emmons, Hanson Butler, Geo. Licher, A. F. Johnson, Samuel E. Craft, and Wm. Rex, an engineer in the employ of the company. By the verdict of the coroners jury, no blame was attached to the company. J. Jennings, conductor, and E. P. Kimble, engineer of express train. Joseph B. Case engineer and conductor of coal train, all of them still in the employ of company.

On the 1st December, at Elizabeth, Jether Jerman, a fireman on express freight caught his foot in a guard rail, and had it cut off. W. W. Bishop, conductor, still in the employ of company. J. Mahlsberger, engineer, not at present in employ of company.

JOHN TAYLOR JOHNSTON,

President.

Sworn before me this twelfth day of February, 1866.

[SEAL.]

GEORGE W. COLLES,
Commissioner for New Jersey in New York.

REPORT

OF THE

SOUTH BRANCH RAILROAD COMPANY,

FOR THE YEAR 1865.

In conformity with an act of this State, requiring annual reports to the Legislature of railroad and canal companies, approved February 24, 1852, the South Branch Railroad Company makes the following report:

Amount of work done to January 1, under the head of	
grading and construction account-----	\$355,739 16
Paid on account of right of way -----	52,843 43
Amount received on capital stock-----	388,300 00

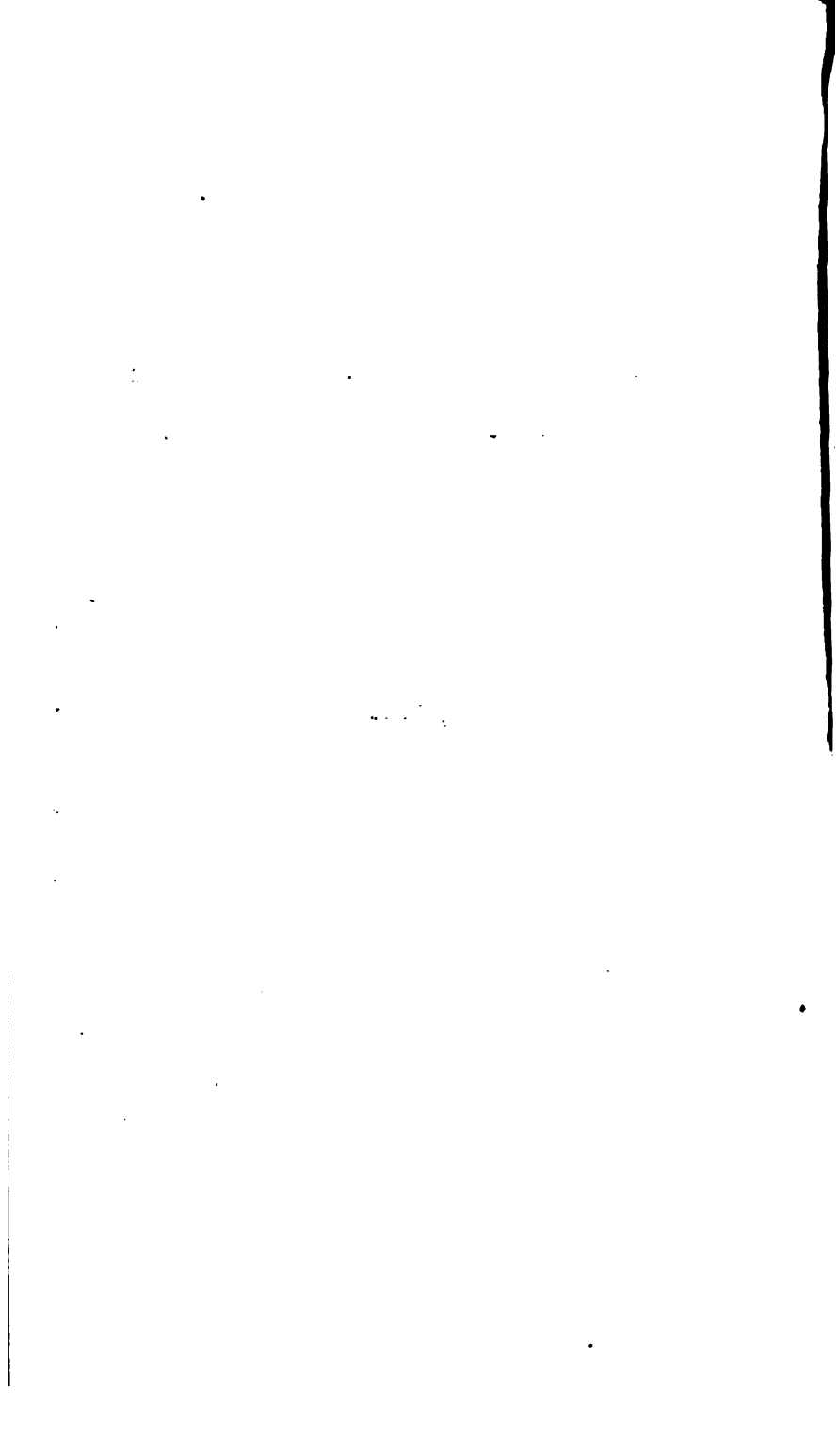
The road is leased at the annual rent of six per cent. to the Central Railroad Company of New Jersey, who have operated it since July first, 1864, at which time it was regularly opened for business, and the receipts therefrom appear in their accounts.

Samuel Knox, Secretary and Treasurer of the South Branch Railroad Company, being duly sworn according to law, on his oath saith that the foregoing report is just and true, according to the best of his knowledge, information and belief.

SAMUEL KNOX.

Sworn to before me, this 31st day of January, 1866.

GEORGE W. COLLES,
Commissioner for New Jersey in New York.



R E P O R T
OF THE
WARREN RAILROAD COMPANY
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.

In obedience to an act entitled "An act respecting annual reports of railroads and other companies," passed 22d February, 1852, the Warren Railroad Company present the following report of the condition of its affairs, up to January 1, 1866:

Capital stock issued and actually paid in-----	\$1,408,300 00
First mortgage bonds due 1875, sold-----	600,000 00
	<hr/>
	\$2,008,300 00

Which is the total cost of the Warren Railroad, including lands for right of way, depot buildings, cost of tunnels, bridges, &c., as made out February 1, 1864.

Earnings of the road from January 1 to December 31, 1865:	
From passengers-----	\$ 32,954 65
" Freight, viz.:	
" Coal -----	\$158,004 09
" Merchandise-----	76,507 53
" Express -----	3,223 07
" Transportation of mails-----	1,446 76
" Telegraph -----	559 21
	<hr/>
	239,740 66
	<hr/>
	\$272,695 31

The running expenses of the road, including depot agents, telegraph, trackmen and foremen, new rails, ties, &c., repairs to road bed, tunnels, bridges, viaducts, &c., &c, estimated-----	149,982 42
	<u>\$122,712 89</u>
Interest paid on bonds-----	\$40,677 00
United States government tax paid on profits-----	4,101 79
	<u>44,778 79</u>
	<u>\$77,934 10</u>
Amount applicable to paying a dividend of 5½ per cent. on \$1,408,300 capital stock-----	\$77,456 50
	<u>\$ 477 60</u>
Balance applicable to paying government tax on passengers and other matters-----	\$ 477 60

PASSENGERS CARRIED.

Total number of passengers carried-----	95,058
Through-----	34,787
Way-----	60,271

TONNAGE.

Total number tons freight carried-----	854,285
	<u>Through. Way.</u>
Coal-----	570,446 161,539
Merchandise-----	60,049 60,089
Express-----	1,896 266
	<u>632,391 221,894</u>

OF THE WAY COAL TRANSPORTED.

152,417 tons were delivered at Washington, distance 14 miles-----	\$26,672 97
8,171 tons delivered at Orford, distance 11 miles----	1,143 94
489 tons delivered at Bridgeville, distance 6 miles--	39 52
237 tons delivered at Manunka Chunk, distance 4 miles-----	11 85
225 tons delivered at Delaware, distance 1 mile----	2 81

THROUGH

570,446 tons delivered at New Hampton, distance 18½ miles-----	130,133 00
	<u>\$158,004 99</u>

The company owe no debt except government taxes paid on passengers by connecting road. The proportion due from this company not having been rendered to them, has not been deducted from the year's earnings as shown by the above statement, together with two or three unsettled right of way cases. No injury to any person on the trains has been reported during the past year.

All of which is respectfully submitted,

J. I. BLAIR.

President Warren Railroad Company.

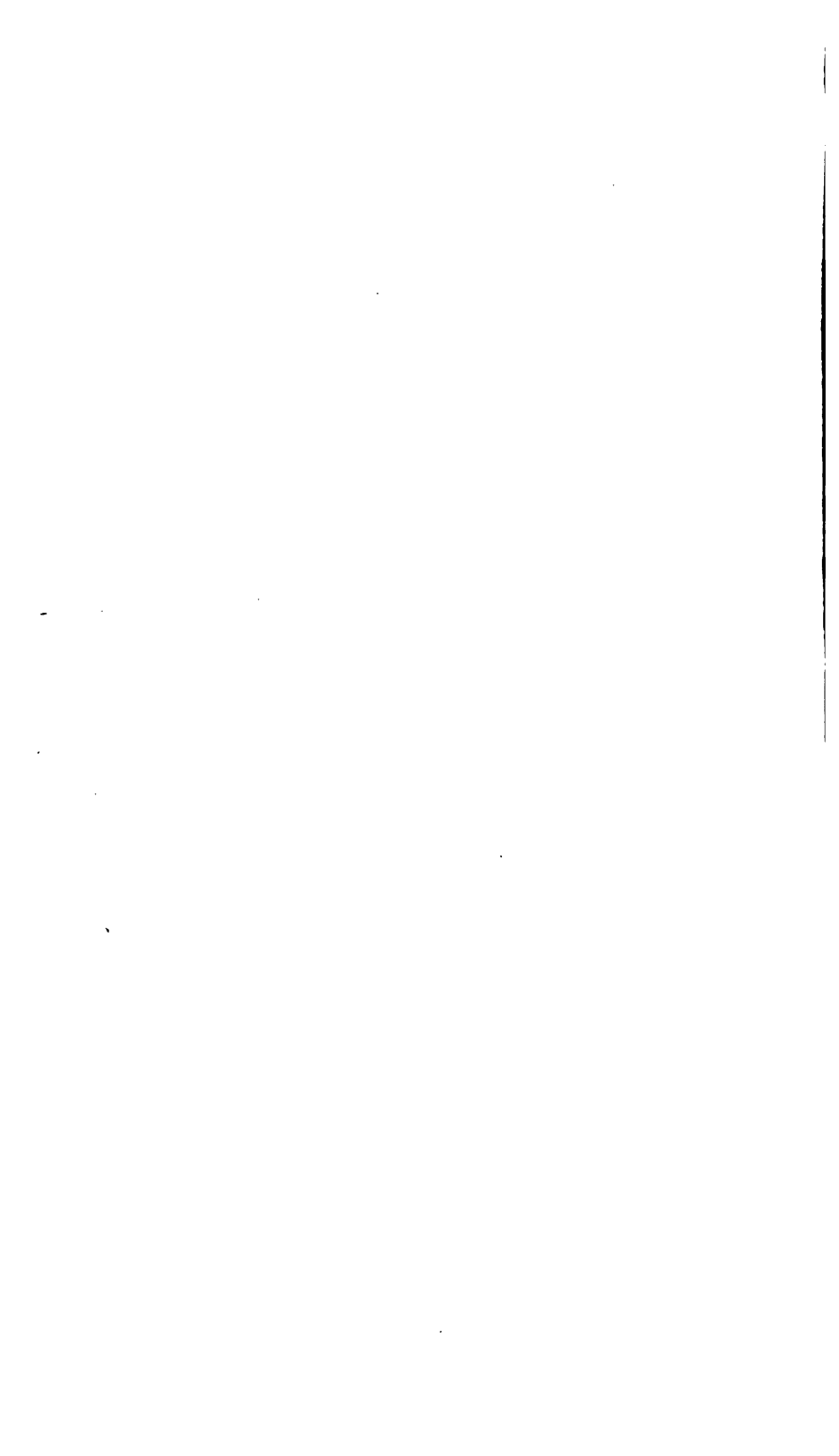
State of New Jersey, Warren county, ss: John I. Blair, of full age, being duly sworn, upon his oath, saith that the facts, matters, and things set forth in the above report, which is signed by him, are true to the best of his knowledge and belief.

JOHN I. BLAIR.

Sworn and subscribed before me at Blairstown, N. J., this 31st day of January, 1866.

MARSHAL HUNT,

A Master in Chancery of New Jersey.



REPORT

OF THE

Delaware and Raritan Canal Company and Camden and Amboy Railroad and Transportation Co.

FOR THE YEAR 1865,

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY.

In compliance with the act of the Legislature of New Jersey, approved February 24th, 1852, and a supplement approved March 11th, 1853, the Delaware and Raritan Canal Company, and the Camden and Amboy Railroad and Transportation Company report:
The capital paid in, of the Delaware and Raritan

Canal Company, was-----	\$1,500,000 00
Added by authority of the Legislature-----	798,400 00

\$2,298,400 00

The capital stock paid in of the Camden and Amboy

Railroad and Transportation Company was-----	\$1,500,000 00
Added by authority of the Legislature-----	3,043,800 00

\$4,543,800 00

Dividends have been paid during the year eighteen hundred and sixty-five, on the capital stock of the joint companies, as follows; five per cent. in cash, and five cent. in stock.

The funded debts of the joint companies are:

1st—An English debt, including three separate loans, now merged, to be extinguished by a sinking fund; extinction complete in 1880. Interest, six per cent. Outstanding £400,300 sterling at 4 84-----

\$1,937,452 00

2d—A converted sterling loan, due 1863; interest, five per cent. Outstanding-----	\$800 00
3d—Extra dividend loan, due 1864; interest, six per cent, originally \$367,000. Outstanding-----	3,120 00
4th—Loan of 1867, originally \$500,000; interest, six per cent. Outstanding-----	211,600 00
5th—Loan of 1870, for \$800,000; interest, six per cent. Outstanding-----	354,100 00
6th—Loan of 1875, for \$675,000; interest, six per cent. Outstanding-----	675,000 00
7th—Loan of 1883, for \$1,700,000; interest, six per cent. Outstanding-----	1,700,000 00
8th—Loan of 1889, for \$2,500,000; interest, six per cent. what has not been issued, burned, by a committee of the joint boards. Outstanding--	867,000 00
9th—A consolidated loan of \$5,000,000; interest, six per cent. Outstanding-----	4,420,400 00

Outstanding debt (funded)-----\$10,169,472 00

Other indebtedness-----175,000 00

The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the Delaware and Raritan Canal and appurtenances, is-----\$4,315,143 34

The cost of the Camden and Amboy Railroad and equipments, is-----\$9,476,363 41

The receipts of the Delaware and Raritan Canal Company for twelve months, ending December 31st 1865-----\$1,128,007 30

Expenses-----317,577 75

Current, net-----\$810,429 55

The receipts of the Camden and Amboy Railroad and Transportation Company for the twelve months ending Decem-

ber 31st, 1865-----\$5,146,650 07

Expenses-----4,254,725 53

Current, net-----\$891,924 54

R. F. STOCKTON,

President D. & R. Canal Company.

State of New Jersey, Hudson county, ss: Be it remembered that on this nineteenth day of January, 1865, before me the subscriber, a commissioner of deeds, personally appeared Robert F. Stockton known to me as the President of the Delaware and Raritan Canal Company, who being duly sworn, doth depose and say that the facts stated in the foregoing report are true to the best of his knowledge and belief.

R. F. STOCKTON.

Sworn and subscribed before me the day and year above written.

W. SHIPPEN.

Commissioner of Deeds,

State of New Jersey, Hudson county, ss: Be it remembered that on this nineteenth day of January, A. D. 1866, before the subscriber, a commissioner of deeds, personally appeared Edwin A. Stevens, known to me as the President of the Camden and Amboy Railroad and Transportation Company, who being duly sworn according to law, doth depose and say that the facts stated in the foregoing report are true to the best of his knowledge and belief.

E. A. STEVENS.

Sworn and subscribed before me the day and year above written.

W. SHIPPEN,

Commissioner of Deeds.

Office of the Superintendent of the Camden and Amboy Railroad and Transportation Company.

January 18th, 1866.

Report of accidents which have occurred upon the Camden and Amboy Railroad, and branches during the year 1865, and the cause of the same, with the names of the persons injured, and the extent of their injuries. Also the names of the conductors and engineers, and whether such conductors and engineers were retained by the company:

January 16th.—Michael Bloodgood, in attempting to get on a train in motion at South Amboy, fell and was instantly killed.

January 24th.—Richard Stevens, a laborer, in the employ of the company, while standing on the track near Plainsboro', was struck by the engine of a construction train, and fatally injured, the engineer, John Herbert, not being in fault, was retained in the company's service.

January 28th.—E. Perkins and M. S. Ellis, brakemen, on the 1.10 A. M. line from South Amboy, were slightly injured, by the cars being thrown from the track, near Newtown, caused by the breaking of a rail. George Anthony, conductor, and Edward Osmond, engineer, retained in the company's service.

February 4th.—A man named Grant, fell from the cars of the 12 P. M. line from Philadelphia, at Trenton, and died from the injuries received. George R. Skillman, conductor, and William Provost, engineer, both retained in the company's service.

February 5th.—Dennis Igo, jumped from the cars of the 6 P. M. line from New York, at New Brunswick, and died from the injuries received. Charles Denson, conductor, and William Benton, engineer, were retained in the company's service.

February 20th.—A. Cowan, brakeman, on the 3.45 P. M. line from Philadelphia, fell off at Burlington, and was seriously injured.

William Ginglin, conductor, and John Swain, engineer, retained in the company's service.

March 11th.--John Smith, in employ of the company, fell under the wheels of a jumper and was instantly killed, at South Amboy.

March 24th.—Amos Wood, conductor of the 8.15 P. M. line from Philadelphia, while switching his train, at Yardville, was fatally injured, by the cars passing over him. The engineer, George Thomas, not being in fault, was retained in the company's service.

April 8th.—George Williams, night driller, at Camden, was caught between the cars and injured.

May 26th.—William Vanscoyke, was struck by the 5.15 P. M. line from Camden, while walking on the track near Hammels, injuring him slightly. George Everett, conductor, and John Bazzell, engineer, both retained in the company's service.

June 24th.—James Cheesman, brakeman, on the 5.00 P. M. line from South Amboy, while out of his place on the train, was struck by a bridge near Bordentown, and injured seriously. Joseph O. Stratton, conductor, and John McNay, engineer, both retained in the company's service.

July. 27th—Nathan Loneless, brakeman, on the 11.10 P. M. line from South Amboy, fell between the cars at Pennshawken Creek, and was instantly killed. John Lewis, conductor, and John Bazzle, engineer, both retained in the company's service.

July 30th.—A soldier, name unknown, was fatally injured in attempting to cross the track, in front of the 6.00 A. M. line from New York, near Bordentown. Charles H. Southewick, conductor, and James White, engineer, not being in fault were retained in the company's service.

July 4th.—John Lloyd, brakeman, on the Amboy and Trenton way line, fell between the cars, near Cranberry, and was instantly killed. The conductor, Lewis Ayres, and engineer, Isaac Vanpelt, both retained in the company's service.

July 12th.—A boy named Joseph Martin, was instantly killed by attempting to get on a train of cars while in motion, at Camden.

July 22d.—A collision occurred between two engines, on Rancocas bridge. William Lewis, a fireman, on one of the engines, jumped from the tender into the Rancocas river, and was drowned. The engineer of one of the locomotives was removed from service, all others retained.

September 5th.—William M. Conk, a fireman, had his hand badly crushed, while oiling an engine, at Camden.

September 14th.—Frederick Clinch, a soldier, was instantly killed, at Princeton, by a collision, between the 12 P. M. line from New York, and the New Brunswick and Trenton freight line. The conductor and engineer of the freight line were removed from service; all were retained.

September 20th.—An unknown man, walking on the track, near 4 mile tank, was struck and instantly killed, by the 2 P. M. line, be-

tween New York and Washington. John J. Sager, conductor, and Samuel Morris, engineer, not being in fault, were retained in the company's service.

October 16th.—William Zanes, train guard, jumped from his position, near Deans' Pond, injuring him seriously. Charles Lynch, engineer, not being in fault, was retained in the company's service.

October 19th.—James Einsas, a trackman, was struck by the 3.30 P. M., line from Philadelphia, near the Fish House, and slightly injured. The conductor, Alexander Miller, and engineer, Hendrick Hines, were retained in the company's service.

November 1st.—The 2.09 P. M. line from Philadelphia, struck an unknown man lying on the track near Plainsboro', killing him instantly. John J. Sager, conductor, and Samuel Stewart, engineer, were retained in the company's service.

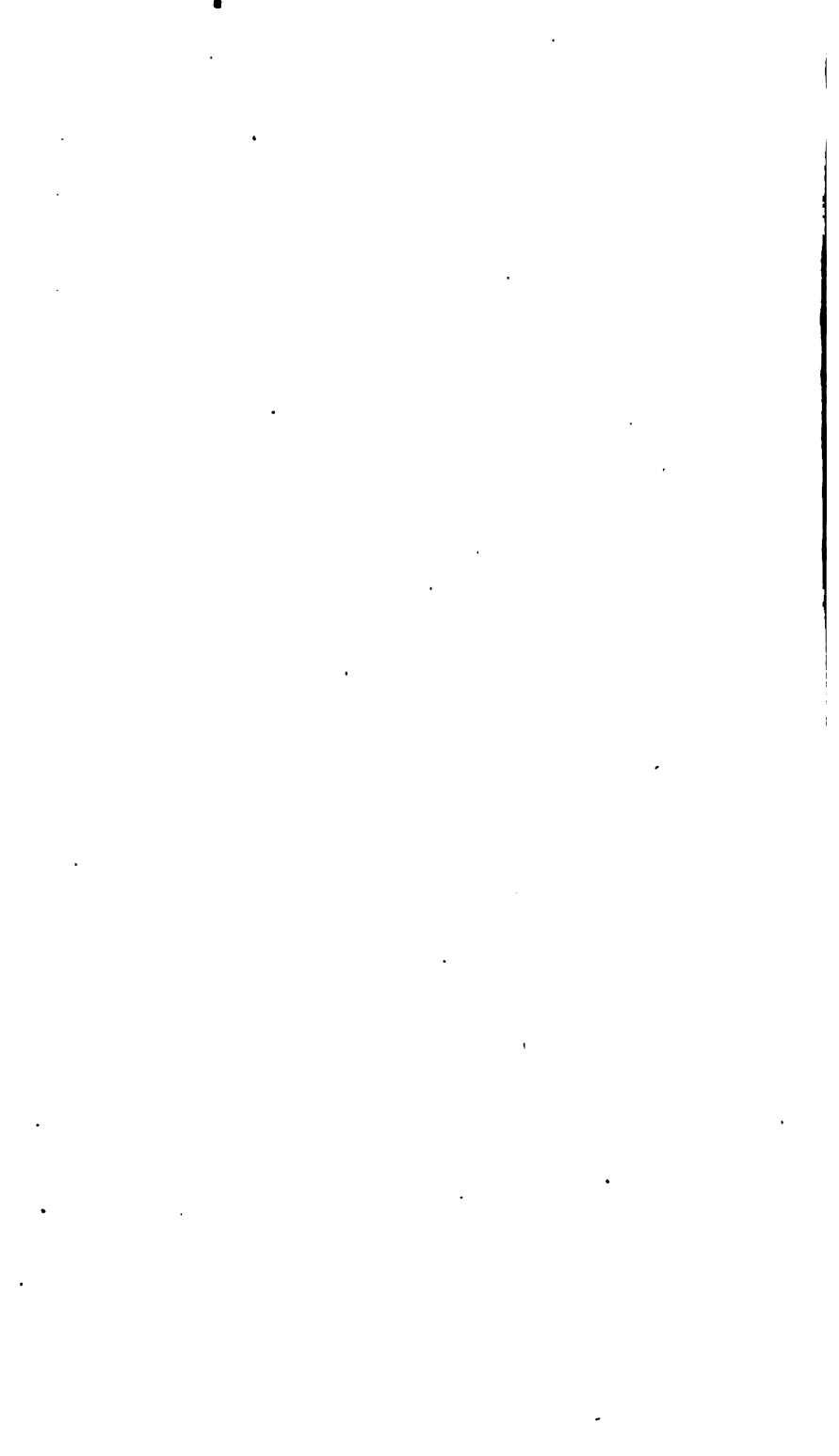
November 6th.—Patrick McDonald, brakesman, on a coal train, accidentally fell off near Hightstown, the cars passing over both legs, injuring him fatally. As the conductor, James Cotter and engineer George Thomas, were not in fault, both were retained in the company's service.

November 11th.—Michael Naughton, a laboring man was instantly killed by the falling of a bank of earth near the railroad shops at Bordentown.

November 23d.—James Morrissey, a passenger on the 6.45 P. M., line from Philadelphia, fell or jumped off near four mile tank, injuring him quite seriously. William W. Hawk, conductor, and Peter Roberts, engineer, not being in fault, were retained in the company's service.

July 18th.—(Omitted.) Thomas Geary, while walking on the track near Hightstown, was struck by an engine and seriously injured. The engineer James Stewart, was retained in the company's service.

R. S. VAN RENSSELAER,
Superintendent.



ANNUAL REPORT

OF THE

Freehold and Jamesburg Agricultural Railroad Co.,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

FOR THE YEAR 1865.

Cost of road and equipments-----	\$230,332 62
Capital stock paid in-----	230,844 80

RECEIPTS.

From passengers -----	18,828 70
“ freight-----	30,218 97
“ United States mail -----	790 75
	<hr/>
	\$49,838 42
Operating expenses-----	32,639 53
	<hr/>
Net earnings -----	\$17,198 89
Dividends paid-----	\$12,131 58

MILEAGE OF TRAINS.

Passenger trains-----	16,494
Freight “ -----	7,273
Number of passengers carried -----	60,562½
Tons of freight transported-----	32,758
Accidents—None.	

The work on that part of the road between Jamesburg and the Camden and Amboy Branch Railroad, near Dean's Pond, is nearly completed, upon which there has been expended, as per report of engineer, \$80,270 07. The Treasurer has made temporary loans of said amount.

None of the iron laid on that part of the road is paid for.

W. D. DAVIS.

ductor J. L. Hunt, and engineer David Cooper; both retained in company's employ.

CHAS. SITGREAVES, *President.*

State of New Jersey, ss: Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn on his oath saith, that he verily believes the statements made in the foregoing report to be true.

CHAS. SITGREAVES.

Sworn and subscribed the 27th of January, A. D. 1866, before me.

Wm. M. PATTERSON,
Notary Public.

CURRENT EXPENDITURES FOR THE YEAR,

After deducting increase in materials on hand.

Belvidere Delaware Railroad-----	\$436,888 46	
Flemington railroad-----	17,122 62	
	<hr/>	
Both roads-----		454,011 08
		<hr/>
Net earnings both roads-----		\$141,448 34
Net earnings Belvidere Delaware Rail-		
road-----	143,169 00	
Loss working Flemington Railroad----	1,720,66 00	
	<hr/>	\$141,448 34

No dividends have been declared.

CASUALTIES.

On July 29th, the down freight train when about three miles below Lambertville, ran over and killed a man named Patrick Kenney, who was lying asleep on the track. Lewis Moore, conductor, and W. B. Dilts, engineer; both retained in company's employ.

On September 27th, a little boy, son of David Plumly, attempted to jump on the up freight train while it was in motion at Phillipsburg station, and falling between the cars was run over and killed. Conductor Wm. Eichman, and engineer A. P. Ingram; both retained in company's employ.

REPORT
OF THE
MORRIS CANAL AND BANKING COMPANY,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1865.

Capital stock paid in-----	\$2,200,000 00
Debts, funded and other-----	860,715 35
Cost of canal and appurtenances-----	3,093,627 00
Repairs of 1865 -----	201,879 33
Navigation (lock and plane tending, &c.)-----	60,704 87
Superintendence and management -----	36,157 57
Income from passengers, tolls and other sources -----	596,033 16
Dividends paid in cash -----	99,750 00

State of New Jersey, Hudson County, to wit.—Before me personally appeared John D. Ward, who being by me duly sworn according to law, doth depose and say that he is the Vice-President of the Morris Canal and Banking Company; that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and the amount of funded and other debts of said company; also of the cost of the canal and appurtenances; also of the expenditure for repairs, superintendence and management of the same; also the income during the year eighteen hundred and sixty-five, from passengers, tolls and other sources, and the amount of dividends and how paid, arranged as above set forth, under their appropriate heads.

JOHN D. WARD,
Vice-President Morris Canal and Banking Company.

Subscribed and sworn before me, at Jersey City, this 31st day of January, 1866.

W. B. WILLIAMS,
Master in Chancery.

REPORT

OF THE

ROCKY HILL R. R. AND TRANSPORTATION CO.,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY,

FOR THE YEAR 1865.

The amount of capital stock paid in -----\$45,345 00

Cost of road and depots to date----- 45,005 74

Funded debt—none.

Other debts—none.

No accidents have happened.

No settlements having been made with the connecting roads, the receipts and expenses cannot be accurately stated.

D. H. MOUNT,

President Rocky Hill Railroad and Transportation Company.

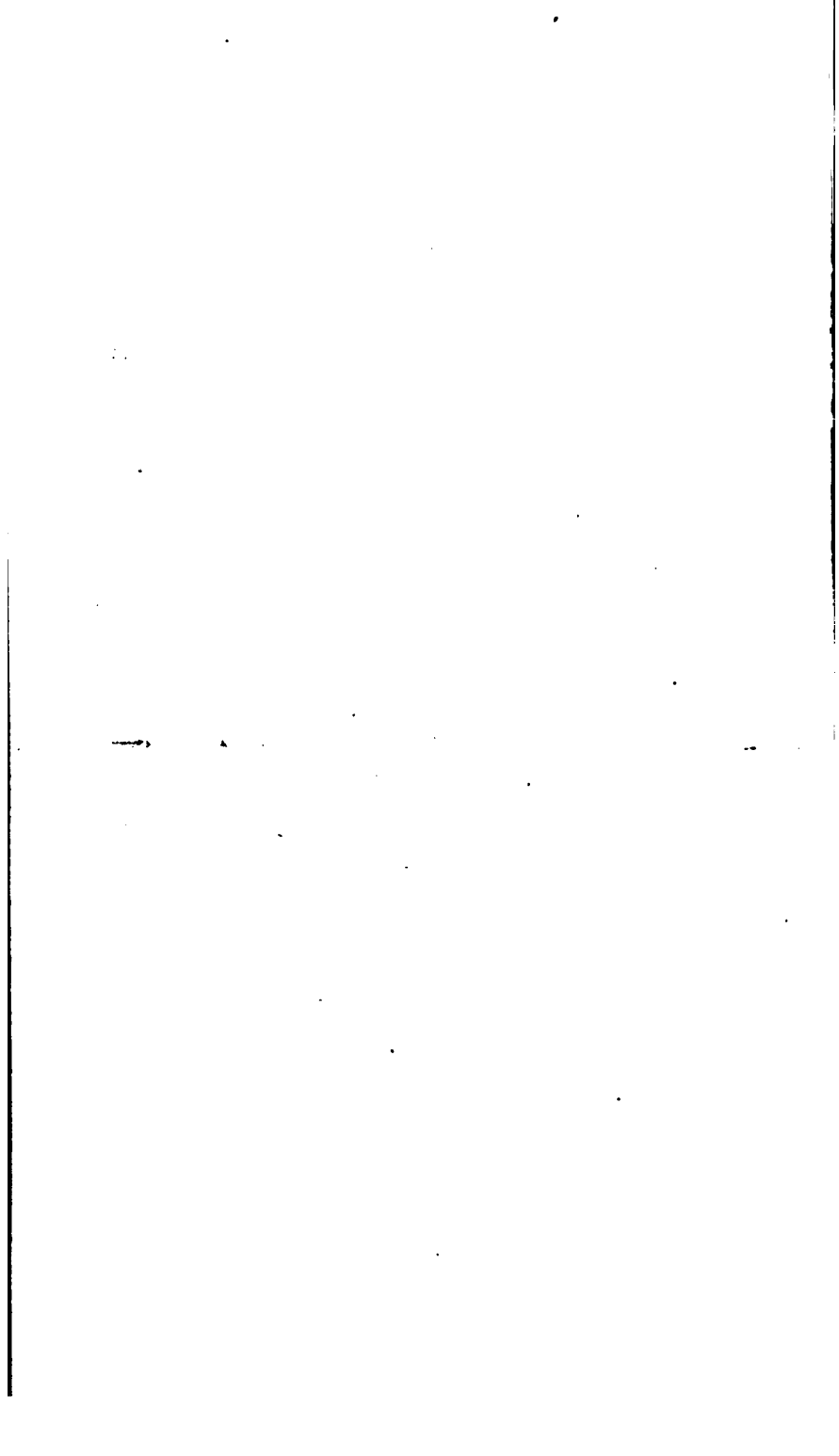
Rocky Hill, January 1, 1865.

State of New Jersey, Mercer County, ss.—Before me, William C. Howell, one of the Justices of the Peace in and for said county, personally appeared David H. Mount, who being duly sworn, on his oath saith that the above statement is just and true in every particular, as he verily believes.

D. H. MOUNT.

Sworn and subscribed this 20th day of February, A. D. 1866, before me.

WILLIAM C. HOWELL,
Justice of the Peace.



REPORT
OF THE
FLEMINGTON R. R. AND TRANSPORTATION CO.,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1865.

Capital stock-----	\$150,011 00
Total funded debt-----	99,500 00
Other indebtedness-----	119,739 20

The road has been worked by the Belvidere Delaware Railroad during the last year.

RECEIPTS FROM THE BUSINESS OF THE ROAD.

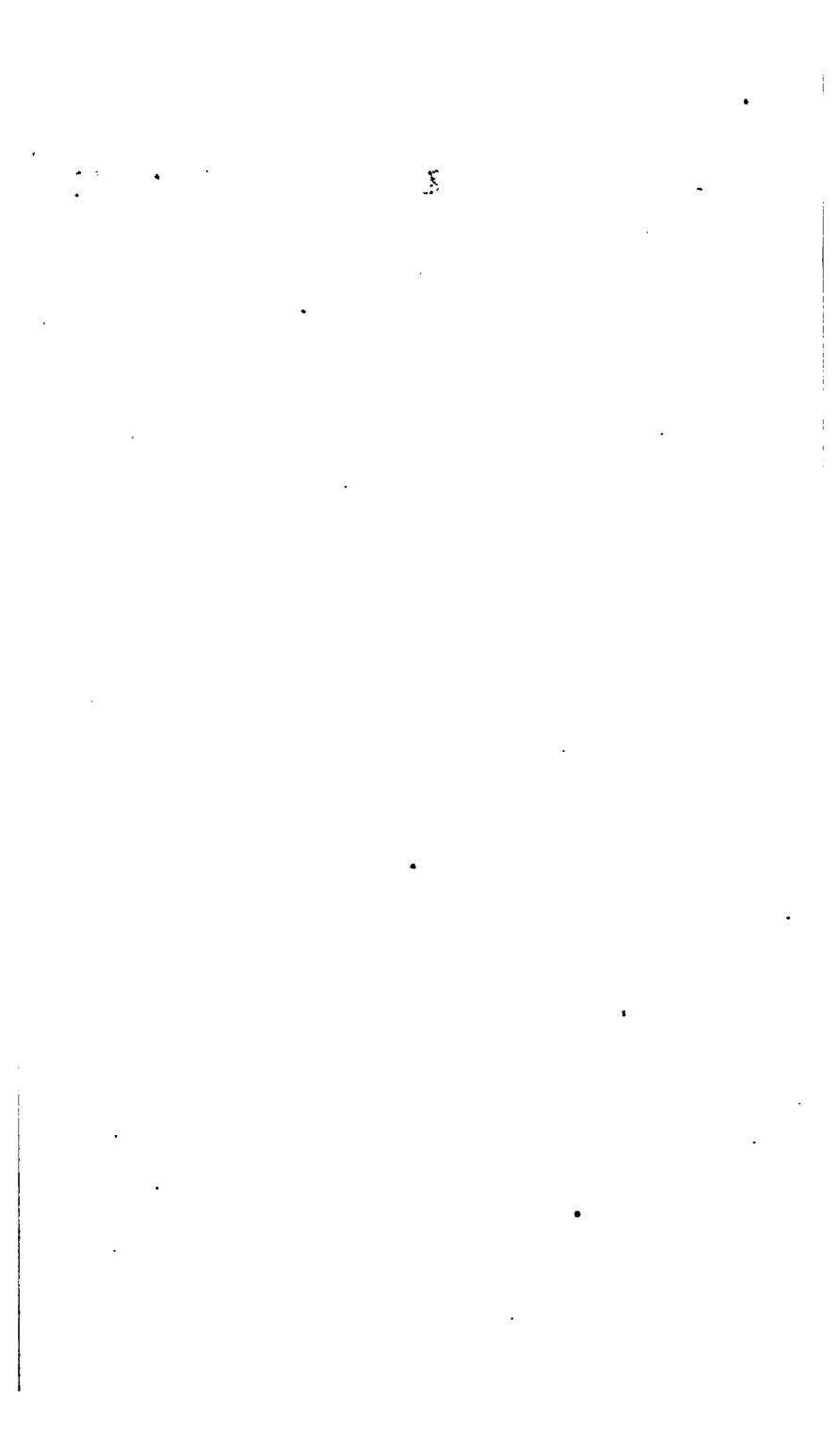
From passengers-----	\$8,735 91
" general freights-----	5,580 58
" coal freights-----	509 77
" Mail-----	575 70
Expenses running the road-----	17,122 62
Other expenses-----	700 00

Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is just and true, according to the best of his knowledge and belief.

C. BARTLES.

Sworn and subscribed before me, this 26th of January, A. D. 1866.

A. V. VAN FLEET,
Supreme Court Commissioner.



REPORT
OF THE
BURLINGTON COUNTY RAILROAD COMPANY,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.
FOR THE YEAR 1865.

In obedience to an act, entitled, "An act respecting annual reports to the Legislature, of Railroad and Canal Companies," approved February 24th, 1852, the Burlington County Railroad Company present the following report of their affairs for the year ending December 31st, 1865.

Capital stock actually paid in-----	\$177,750 00
Mortgage loans-----	60,000 00
Other Loans-----	16,750 00
Cost of road and equipments (about)-----	250,000 00

RECEIPTS.

For passenger travel-----	\$39,414 97
" freight-----	26,416 00
" U. S. Mail-----	593 54
" Rents-----	145 87

DISBURSEMENTS.

For pay roll-----	\$9,418 82
" superstructure-----	17,554 28
" ferriages-----	1,752 30
" fuel-----	11,138 84
" water-----	450 00
" printing and stationery-----	678 43
" cars and locomotives-----	16,232 96
" taxes-----	4,922 27
" interest on bonds-----	1,800 00

For oil-----	588 08
" expenses-----	4,291 67

No accidents have occurred on this road during the year 1865.

There has been transported on the road during the year 1865, exclusive of commuters and those who ride free, as follows, viz.:

Through passengers-----	68,780
Way do-----	63,869
Total-----	132,650

The number of miles run during the year, are as follows, viz.:

By passenger trains-----	34,944
" freight do-----	16,957
Total-----	51,901

During the year 1865, the Vincentown Branch Railroad has been operated by this company, under lease, and the above statement and report include the operations of both roads.

State of New Jersey, Burlington county, ss.: Charles Bispham, President of the Burlington County Railroad Company, being duly sworn, according to law, on his oath said, that the facts, matters, and things set forth in the foregoing statement and report, are true to the best of his knowledge and belief.

CHARLES BISPAM, *President*

Sworn and subscribed this 20th day of January, A. D. 8
me.

JOHN K. SLACK, *M. C. C.*

REPORT
OF THE
CAMDEN AND ATLANTIC RAILROAD COMPANY,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.
FOR THE YEAR 1865.

In obedience to the act of assembly, passed February 24th, 1852, entitled, "An act respecting annual reports to the Legislature of railroad and other companies," the Camden and Atlantic Railroad Company presents the following report:

January 1st, 1866.

Capital stock paid in-----	\$1,062,743 06
Funded debt-----	1,034,775 80
Floating debt-----	143,351 81
Cost of road and equipments-----	1,885,941 22
Interest paid during year 1865-----	47,594 05

RECEIPTS OF ROAD FOR 1865.

From passengers-----	\$210,700 40
From freight-----	69,337 30
From other sources-----	3,600 00
	<hr style="width: 20%; margin-left: auto; margin-right: 0;"/> \$283,637 70
Expenses of the road for the year 1865, for working said road including repairs, maintenance of way, motive power and contingencies-----	189,571 03

Accidents which have occurred during the year 1865, and the cause of the same, with the names of the persons injured, and the extent of their injuries; also the names of the engineers and conductors under whose management such accidents occurred, and whether such engineers and conductors are still retained in the employ of the company:

Mrs. Farrel, in attempting to get on the cars while in motion, was

knocked down by the train and instantly killed. The above occurred at Atlantic City, August 1st. S. W. Gilbert, conductor, Wesley Palmer, engineer. Both retained.

Mrs. Mary Shuder, while walking on the track under the influence of liquor, was struck by the approaching train and thrown down an embankment, breaking her neck. This occurred October 18th, while the train was rounding a curve; she was not seen by the engineer until too late to stop the train. A coroner's inquest was held and a verdict rendered exonerating the company from all blame. Peter Steinman, conductor, John Hutchinson, engineer. Both retained.

ROBERT FRAZER,

President Camden & Atlantic Railroad Co.

State of New Jersey, Camden county, ss.: Before me a Master in Chancery, appeared Robert Frazer, above named, who being duly sworn according to law, doth depose and say that the facts set forth in the above report are true, to the best of his knowledge and belief.

Sworn and subscribed before me, this 30th day of January, 1866.

SAMUEL C. COOPER,

M. C. C.

REPORT

OF THE

WEST JERSEY RAILROAD COMPANY

FOR THE YEAR 1865.

In compliance with an act of the Legislature of the State of New Jersey, approved February 24th, 1852, and a supplement thereto, approved March 11th, 1853, the West Jersey Railroad Company present the following report, for the year ending December 31st, 1865:

Capital stock-----	\$588,400 00
Funded Debt-----	400,000 00
Other indebtedness-----	388,000 00
Cost of road-----	1,176,396 49
Other capital expenditures-----	412,086 89
Current receipts, passengers, freight, &c., &c-----	255,593 35
Current expenses-----	198,999 84

State of New Jersey, County of Camden, ss.: Be it remembered that on this second day of February, in the year of our Lord one thousand eight hundred and sixty-six, before the subscriber, one of the masters in chancery of the said state, personally appeared Robert F. Stockton, President of the West Jersey Railroad Company, and Thomas Jones Yorke, Treasurer of the said company, who being duly sworn according to law, did depose and say that the facts in the foregoing statements are true to the best of their knowledge and belief.

R. F. STOCKTON,
President.

T. JONES YORKE,
Treasurer.

Sworn and subscribed before me, this 2d day of February, A. D. 1866.

CHARLES P. STRATTON, M. C. C.

OFFICE OF THE WEST JERSEY RAILROAD COMPANY, }
CAMDEN, January 1st, 1866. }

The following accidents have occurred on this road during the past year:

July 11th.—The 9 A. M. train from Bridgeton, Andrew Gordon, engineer, J. Briant, conductor, in passing through the street in Camden, struck and run over the legs of a boy by the name of Joseph Martin, who survived but a few hours; the coroner's investigation exonerated the employees from all blame. Both are in the service of the company.

July 11th.—The 4 P. M. down train for Bridgeton, when a short distance below Glassboro', Ephraim Scott, engineer, discovered a boy, Samuel McCrey, lying in the track. Made every effort to warn him of his danger, as also to stop the train; both were unsuccessful. The engine hit him and hurt him so seriously that he died few hours after. Noah Ayars was conductor. Both are still in the service of the company.

July 26th.—Thomas McGrau, an employee on a construction train, fell from the cars while in motion and was badly injured. No person to blame but himself.

August 9th.—The 4.30 P. M. express for Cape May, Thomas Clayton, engineer, H. C. Mulliner, conductor, when between Westville and Woodbury near brickyard, a woman was seen lying on the track, who proved to be Ann Welford, colored. Unsuccessful efforts were made to stop the train which struck and killed her. She had been drunk. Coroner's inquest exonerated the employees of the company, both of whom are retained in service.

October 10th.—James Scott, a laborer on a construction train on Marlboro' grade, fell from the train, which passed over both legs, injuring both ankles severely, but not breaking any bones. It was entirely his own fault. The engineer and conductor are still in the service.

December 2d.—The 3 P. M. train for Cape May was thrown from the track near Gloucester, by running over cows which had illegally got upon the track; but slight injury was sustained by any person on the train.

J. VAN RENSSELAER,
Superintendent.

REPORT

OF THE

SALEM RAILROAD COMPANY,

FOR THE YEAR 1865.

Capital stock-----	\$180,550 00
Bonded debt-----	100,000 00
Cost of road and equipment-----	262,565 42
Receipts from passengers, freight, mail, &c., during the year-----	37,469 68
Current expenditures for working road-----	26,919 97

Guaranteed dividends of three per cent. were paid in cash in June and December, 1865.

State of New Jersey, *ss.*—William F. Reeve, President, and D. W. C. Clement, Treasurer, of the Salem Railroad, on their respective affirmation and oath, say that the foregoing statement is true, to the best of their knowledge and belief.

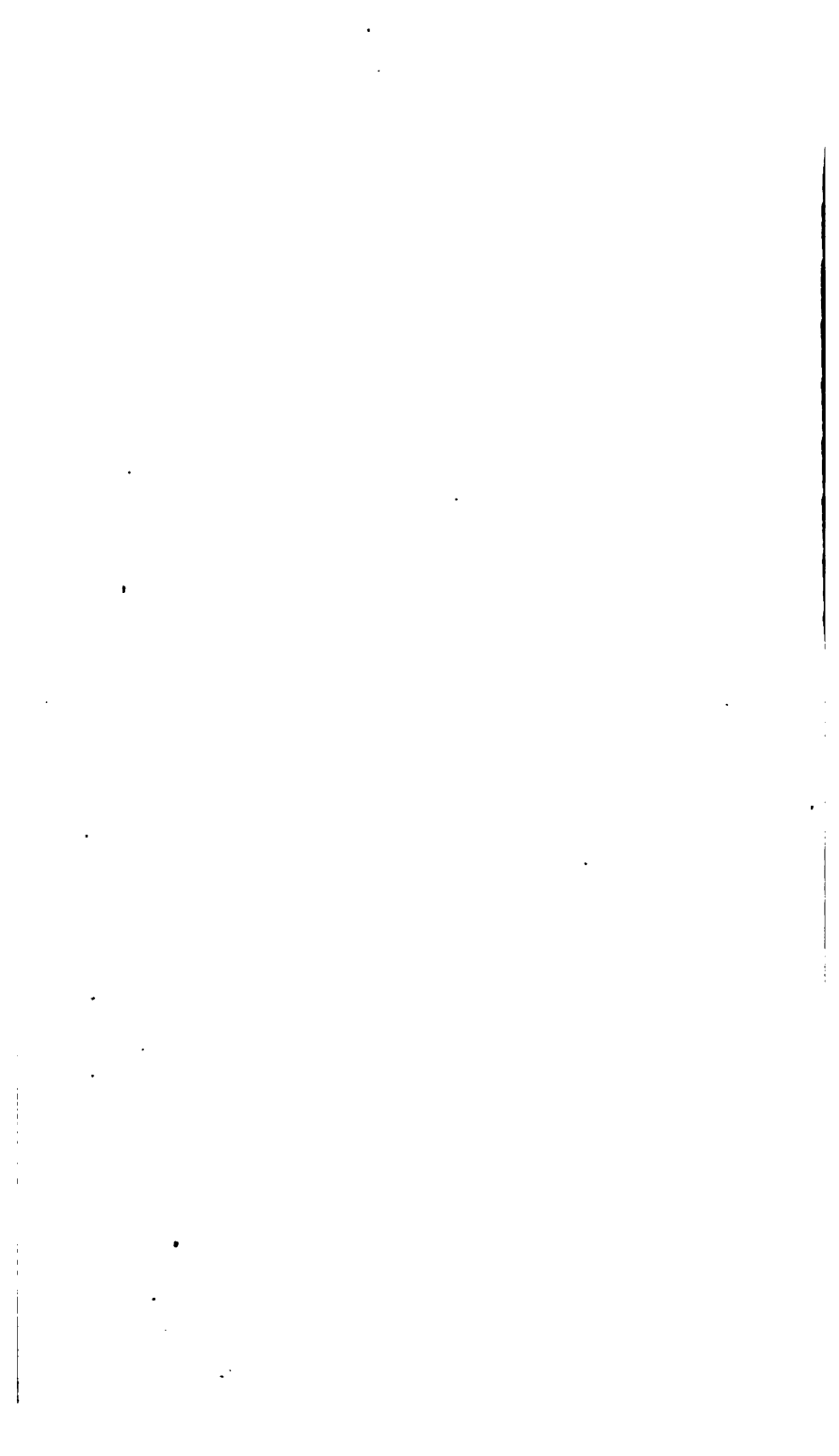
WM. F. REEVE,
President.
D. W. C. CLEMENT,
Treasurer.

Subscribed, affirmed and sworn before me, this sixth day of January, 1866.

THOS. V. F. RUSLING,
Justice of the Peace.

No accident has occurred on this railroad during the last year.

J. VAN RENSSELAER,
Superintendent.



REPORT

OF THE

CAPE MAY AND MILLVILLE RAILROAD COMPANY, FOR THE YEAR 1865.

In compliance with the act approved February 24th, 1852, the Cape May and Millville Railroad Company make the following statement for the year 1865:

Capital stock-----	\$447,000 00
Bonded indebtedness-----	200,000 00
Other indebtedness-----	13,551 89
Cost of road and equipments-----	659,603 16
Current receipts-----	81,322 34
Current expenses-----	70,037 52
Interest paid-----	14,000 00

OFFICE OF THE CAPE MAY AND MILLVILLE RAILROAD COMPANY, }
CAMDEN, January 1st, 1866. }

The following accidents have occurred on this road during the past year:

November 22d.—Edward B. Smith, employed on gravel train, near Seaville Station, fell between the cars, and was so badly injured that he died the same day. The coroner's jury acquitted those employed of all blame. The engineer, Daniel Cassidy, and conductor, Gideon Crow, of train, are still in employ of the company.

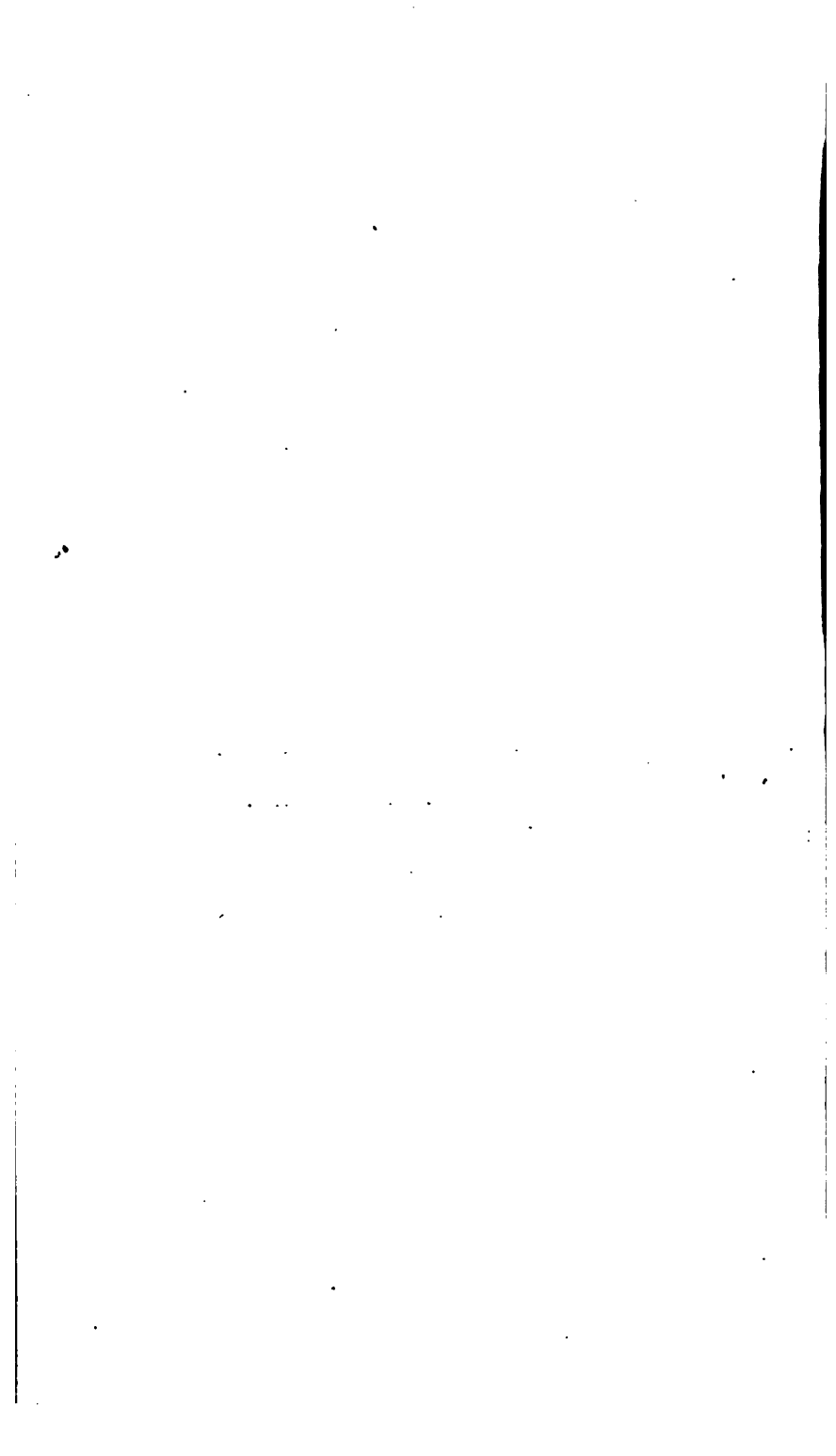
J. VAN RENSSELAER,
Superintendent.

John G. Stevens being sworn before me, on his oath saith that he is the President of the Cape May and Millville Railroad Company, and that the above is true, to the best of his knowledge and belief.

JOHN G. STEVENS.

Sworn and subscribed before me, this fifth day of February, 1866.

R. F. STOCKTON, JR., M. C. C.



ANNUAL REPORT

OF THE

MILLVILLE & GLASSBORO' RAILROAD COMPANY,

TO THE LEGISLATURE OF NEW JERSEY,

FOR THE YEAR 1865.

In obedience to an act entitled, "An act respecting annual reports to the Legislature, of railroad and other companies," approved February 24th, 1852, the Millville and Glassboro' Railroad Company present the following report of their affairs for the year 1865:

Capital stock-----	\$368,200 00
Funded debt-----	3,750 00
Floating debt-----	176 00
Cost of road and equipments-----	433,302 57
Received for rents, &c., during the year-----	53,362 33
Paid for permanent improvements, debts, interest, gov- ernment tax, salary, &c., &c.-----	32,436 03
Paid two dividends of 3 per cent. amounting to-----	22,089 00

This road being now under lease, this company have no other knowledge of matters required than the above statement.

W. D. KEMBLE,
Treasurer.

State of New Jersey, Cumberland county, ss.: Be it known that on this twenty-second day of January, A. D. 1866, before the subscriber, a Master in Chancery of New Jersey, personally appeared William D. Kemble, Treasurer of the Millville and Glassboro' Rail-

road Company, who being sworn according to law, did depose and say that the above statement is correct and true according to the best of his knowledge and belief.

WM. D. KEMBLE.

Treasurer.

Sworn and subscribed before me the day and year above written.

JAMES H. NIXON.

M. C. C

New Jersey, ss.: Thomas H. Whitney, on his solemn affirmation saith, that he is the President of the Millville and Glassboro' Railroad Company, that the foregoing statement is correct and true according to the best of his knowledge and belief.

THOMAS H. WHITNEY.

Affirmed and subscribed before me. January 24th, 1866.

WM. D. SCOTT.

Master in Chancery.

REPORT

OF THE

RARITAN AND DELAWARE BAY R. R. COMPANY,

TO THE LEGISLATURE OF NEW JERSEY.

FOR THE YEAR 1865.

In obedience to an act entitled, "An act respecting annual reports to the Legislature of railroad and other companies," passed February 2d, 1852, the Raritan and Delaware Bay Railroad Company present the following report of their affairs to the first day of January, 1866.

Capital stock-----	\$2,520,700 00
First mortgage bonds-----	1,000,000 00
Second " "-----	250,000 00
Equipment-----	184,000 00
Toms River (branch) Railroad bonds-----	64,800 00
Other debts and obligations-----	664,885 01
	<hr/>
	\$4,684,385 01
Cost of Railroad and equipments-----	\$3,975,489 00
	<hr/>
Number of passengers carried from January 1st, 1865, to January 1st, 1866-----	174,159
Tons of freight transported during the same period---	53,231
Receipts (for the year) from passengers-----	\$166,092 84
" " freights-----	135,172 47
" " other sources-----	19,358 67
	<hr/>
	\$320,623 98

Expenditures (for the year), maintenance of way structures-----	24,967 10
Repairs of machinery-----	36,676 29
Operating and general expenses-----	214,530 06
Office and incidental expenses-----	75,413 13
	<hr/>
	\$351,586 58

ACCIDENTS.

August 24th.—Joseph Stilwagen, passenger in extra freight train, attempted to get on a flat car on that train at Farmingdale, fell and had his foot crushed; since recovered. Entirely his fault.

August 26th.—Horace Mays, brakeman, collision of an extra engine and gravel train at Brickyards; had small bone of elbow broken; since recovered. Engineer and conductor of extra engine discharged in consequence of above collision.

September 26th.—Lewis White, a boy, jumped on the cars at Long Branch, while the train was in motion; fell between the cars and had his arm broken; since recovered.

November 8th.—Unknown man drunk laid on the track at Eatontown Junction, not seen by the engineer (as it was dark) when backing up, the engine was running slowly; did not injure him seriously; he soon recovered.

December 7th.—Furman Stevens, switchman on pier, fell between the cars while coupling had his leg badly crushed; notwithstanding all care being taken, lock-jaw set in and he died.

State of New Jersey, County of Hudson, ss.: James Neilson Potter, President of the Raritan and Delaware Bay Railroad Company, being by me duly sworn on his oath saith that the foregoing statement is just and true to the best of his knowledge and belief.

JAMES NEILSON POTTER.

President R. & D. B. R. R. Co.

Sworn to and subscribed this 3d day of February, 1866. at Jersey City, before me.

ISAAC ROMAINE.

Commissioner of Deeds.

ANNUAL REPORT
OF THE
NEW JERSEY R. R. COMPANY,
TO THE LEGISLATURE OF NEW JERSEY,
FOR THE YEAR 1865.

In obedience to an act passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of railroads and other companies," the New Jersey Railroad Company present the following report:

January 1st, 1866.

Capital stock-----	\$5,000,000 00
Funded debt, including \$485,000, the cost of the property and privileges pur- chased of the Jersey Associates-----	805,000 00
Profit and loss, being surplus earnings represented by permanent improve- ments and the property and cash stated below-----	379,401 37
Dividend 1st January, payable 1st Feb- ruary, 1866-----	249,997 50
	<hr/> \$6,434,398 87

COST OF RAILROAD AND EQUIPMENTS.

In graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machin- ery and fixtures, engineering, land and land damages.	\$3,903,171 03
Locomotives, tenders and snow plows-----	400,250 00
Cars, passenger, freight and baggage-----	337,914 00

PROPERTY, VIZ:

Bridge, ferry, turnpike, and other stocks, real estate. ferry boats, privileges and fixtures (including the property and privileges purchased of the Jersey As- sociates for \$485,000)-----	\$1,574,548 37
Cash in bank-----	218,515 47
Cash items and balances due-----	1,793,063 84
	<hr/>
	\$6,434,398 87

RECEIPTS.

From passengers-----	\$1,451,773 35
" freight-----	262,437 91
" U. S. mails, rents, express, freight and other sources-----	161,770 04
	<hr/>
	\$1,875,981 30

EXPENSES.

Maintaining railroad, bridges and build- ings-----	227,109 55
Repairs of locomotives, cars and machin- ery-----	212,960 59
Fuel, cost and labor in preparing-----	199,815 27
Operating the road and transporting pas- sengers and freight-----	415,696 36
Office expenses, salaries and contingen- cies-----	16,076 01
	<hr/>
	\$1,072,657 78
Interest on bonds-----	\$51,086 09
Transit duty on passengers and freight--	53,629 85
State tax on capital stock-----	23,019 59
Government tax-----	68,305 41
Sinking fund-----	20,000 00
Dividends in cash, August and February.	469,887 50
Profit and loss to surplus earnings-----	117,395 08
	<hr/>
	\$803,323 52

OPERATIONS OF THE COMPANY DURING THE YEAR 1865.

The number of passengers and tons of goods, ware and merchandise transported over the New Jersey Railroad, during the year 1865 :

Passing over the whole line of the road-----	963,109
Between Jersey City and Newark-----	1,619,482
“ “ Elizabeth-----	187,873
“ “ Rahway-----	139,373½
“ “ Uniontown and Metuchin--	14,991½
“ “ New Brunswick-----	124,581½
“ “ All intermediate places ---	635,581½
Total-----	3,684,992½
(Not including commuters and free passengers.)	

GOODS, WARES AND MERCHANDISE.

Passing over the whole line of the road, tons-----	36,633½
Between Jersey City and Newark-----	39,487½
“ “ “ “ Elizabeth-----	8,314½
“ “ “ “ Rahway-----	9,617½
“ “ “ “ New Brunswick-----	22,597
“ all intermediate places-----	113,680½

Total two hundred and thirty thousand two hundred and eighty tons-----230,280

Number of miles run by passenger, freight and other trains--654,192

A. L. DENNIS,

President.

H. J. SOUTHMAYD,

Treasurer.

FRED. W. RANKIN,

Secretary.

F. WOLCOTT JACKSON,

General Superintendent.

Before me, D. W. Baldwin, a Master in Chancery of the State of New Jersey, personally appeared A. L. Dennis, the within named President of the New Jersey Railroad and Transportation Company, who, being duly sworn, on his oath doth say that the within report of said company is correct and true, to the best of his knowledge and belief.

A. L. DENNIS,

President.

Sworn and subscribed before me, this 26th day of January, A. D. 1866.

D. W. BALDWIN,

Justice of the Peace and Master in Chancery.

REPORT OF ACCIDENTS

That have occurred during the year 1865 on the New Jersey Railroad:

February 8th.—Harrison Martin, of Rahway, was injured while standing on the platform outside the car. The engine jumped the track and the car came in contact with the engine, thus breaking his legs. He afterwards died. C. Argind, conductor; B. Rossell, engineer—still in the employ of the company.

February 20th.—A man named Peter McMann, of Jersey City, was killed while walking on the track between Grove street and Newark avenue.

March 1st.—An unknown woman was struck and killed, near Elizabeth, by the 11.15 Philadelphia train, while sitting on the track. Isaac Van Pelt, conductor; Charles Robison, engineer.

March 16th.—A man named George Baldwin, was killed by the 4.45 train from Elizabeth, while walking on the track near South Broad street, Newark. James Morrison, conductor; L. Bates, engineer.

March 19th.—A man named John Dugan was killed at Jersey City by the drill engine, while walking on the track, about 6 o'clock in the morning.

March 24th.—A boy named Frederick Jones, of Newark, had his leg crushed, while attempting to get on the 9.40 train when in motion. Robert DeGraw, conductor; N. Townsend, engineer.

March 25th.—A boy named Robert Albert, about ten years of age, was killed at Jersey City, while playing around the freight cars when in motion.

April 10th.—William Geay, John Bratterbury, Humphrey J. Leary, and James Berry, were injured while standing on the platform outside the cars after the engine was cut loose; the train came in contact with the engine. James Berry has since died. Isaac T. Frazee, conductor; Wm. Gordon, engineer.

April 22d.—An unknown man was killed, near Rahway, by the Philadelphia train, while walking on the track. Wm. Coulter, conductor; Wm. Page, engineer.

June 6th.—A colored woman named Rose Trecill, was run over by the freight train at Newark and killed, while walking on the track. C. Argin, conductor.

June 6th.—An unknown soldier was picked up, near Rahway, on the track, supposed to have fallen from one of the Owl lines. He was buried at Rahway.

June 19th.—James McLaughlin, while walking on the track at Newark, was struck by the engine of the freight train, thereby causing amputation of one arm. Thos. Gallagher, conductor; Prescott Moffatt, engineer.

June 23d.—Michael Reilly, switchman at Elizabeth, lost his life in attempting to save that of a boy named John Fitzgerald, who was

running on the track ahead of the approaching Philadelphia train. They both died the same evening. Geo. Woolsey, engineer; Wm. Campbell, conductor, still in the employ of the company.

July 3d.—A boy named Vanderhoof, from Newark, was killed near the Chestnut street station by the 6 P. M. Philadelphia train, being struck by the engine. A. Grimstead, conductor; engineer, C. Hutton, still in the employ of the company.

July 17th.—As the 6 P. M. Philadelphia train was passing Taminend Dock, Newark, near Centre street, Patrick Ford was driving a wagon across the track in front of the engine. Ford was thrown out, together with three boys, who were struck by the engine. Ford's skull was broken; he died soon after. Patrick Shelby, aged 7 years, had a scalp wound, from which he recovered. John Nathan also had a scalp wound and recovered. Allen Grimsted, conductor; Charles Hutton, engineer, still in the employ of the company.

July 29th.—A man named Edward Mosher, had his leg taken off by attempting to get on the 8.20 train at Centre street while in motion. James Morrison, conductor.

August 16th.—A boy named John McBride, aged about 14 years, was caught between two peach cars, near Commercial Dock, while the train was in motion; had both arms crushed; he died shortly after. Robert Matson, conductor.

September 6th.—A brakeman named Edward Baldwin, caught his hand between the bumpers of the freight train, while coupling the cars at New Brunswick: he died with lock-jaw. Thomas Gallagher, conductor.

September 21st.—A man named Nicholas Grimm, while attempting to cross the track at Gilbert street, Jersey City, in front of the engine of the 10 A. M. train, was struck and thrown out, and considerably bruised. Alexander Jacobus, engineer; Thos. C. Cox, conductor, still in the employ of the company.

November 8th.—As the 12 M. train from Amboy was coming into Jersey City, after the engine was cut loose, a man, driving a two-horse wagon loaded with flaxseed, attempted to cross the track at Washington street, (in spite of the flagman) was struck by the train. The driver, John Norton, was injured and taken to his home insensible; two or three other passengers were slightly injured by the concussion. Thomas C. Cox, conductor, still in the employ of the company.

November 8th.—A man named Horatio G. Phillips, of New York, while attempting to cross the track at Newark avenue crossing, Jersey City, was struck by an engine of the Northern Railroad train. One arm was broken and his head bruised. He was taken to the New York Hospital, where he died.

November 15th.—As the 8 A. M. Washington train was approaching South Broad street, Newark, the misplacement of a switch caused the train to leave the main track, by which a Mr. Gordon was killed while passing from car to car; a boy named Britt, was killed by striking his head against the frame of the turning-table while leaning

his head out of the window; and a Mr. Mosley was considerably injured; three or four others were slightly injured.

November 29th.—Charles Crook, of Newark, was struck by the engine of the 4.30 Philadelphia train, near the Wheatsheaf. It is supposed he had been asleep, had got off the Rahway train at the Wheatsheaf, and was walking towards Elizabeth. The brother of the deceased took charge of the remains. William Campbell, conductor: — Moffatt, engineer, still in the employ of the company.

November 27th.—A man named William I. Westcott, of New York, was supposed to have been run over by the 11.15 P. M. train near the Washington street crossing, and killed. James Morrison, conductor: Benjamin Hunt, engineer.

December 12th.—A man named James McClue, fell from the platform of a train while drilling and was killed. He was intoxicated.

December 19th.—A man named Quinn, was run over by the 5.20 P. M. train from Jersey City, while in a state of intoxication, and was killed.

I certify the foregoing to be a true transcript from the record of accidents sustained on the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,

Ass't Sup't.

January 29th, 1866.

ANNUAL REPORT
OF THE
MILLSTONE & NEW BRUNSWICK RAILROAD CO.,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1865.

Length of road (miles)-----	6 63-100
Capital stock paid in-----	\$102,365 00
Floating debt-----	8,749 00
	<hr/> \$111,114 00

COST OF RAILROAD TO DATE.

For graduation, masonry, superstructure, iron, passenger and freight stations, land damage and engineering-----	\$111,114 00
---	--------------

PASSENGERS.

Over the whole line of road between New Brunswick and East Millstone-----	16,358
Between New Brunswick and Middlebush-----	5,699½
Between New Brunswick and Voorhees-----	2,515
Intermediate places-----	886½
	<hr/>
Total passengers-----	25,459
Number of tons of goods, wares, etc-----	13,006

RECEIPTS.

Passengers-----	5,993 50	
Freight-----	\$6,503 69	
	<hr/>	12,497 19
Expenses-----		8,110 25
		<hr/>
Balance-----		\$4,386 94

State of New Jersey, Mercer county, ss: Isaac R. Cornell, being duly sworn on his oath saith, that he is the President of the Millstone and New Brunswick Railroad Company, and that the foregoing statements are true to the best of this deponent's knowledge and belief.

ISAAC R. CORNELL.

Sworn and subscribed before me this 30th day of January, 1866.

JOHN P. JACKSON, JR.,
Master in Chancery of New Jersey.

REPORT

OF THE

Paterson and Hudson River, and Paterson and Ramapo Railroad Companies,

FOR THE YEAR 1865.

Report of accidents on the Paterson and Hudson River and Paterson and Ramapo Railroads, for the year ending September 30th, 1865.

November 10th, 1864.—Walter Hobbie, bargeman, killed at Jersey City; run over.

December 19th, 1864.—John Kirk, brakeman, fell between the cars, Bergen; killed.

February 27th, 1865.—Cooper, employed in car shop Jersey City; injured badly, was crossing track, and struck by train, Jersey City.

April 13th, 1865,—Wm. Blackham, Telegraph Operator, foot crushed; Jersey City.

May 4th, 1865.—John Myers, citizen, killed, lying on track; Boiling Spring.

May 13th, 1865.—Michael Murphy, brakeman, killed, fell off train; Jersey City.

May 20th, 1865.—Joseph Kinney, brakeman, killed, crushed while coupling train; Jersey City.

July 9th, 1865.—Hannah McDowell, citizen, one leg and one arm broken and foot crushed, crossing track, died next day; Boiling Spring.

September 6th, 1865.—Thos. Dunsheath, citizen, fatally injured, died in three hours, walking on track; Boiling Spring.

The Erie Railway Company has operated during the past year the roads of the Paterson and Hudson River and Paterson and Ramapo

Railroad Company, under the lease made by said companies in connection with the Erie Railway Company, and has repaired and maintained said roads and has furnished all the motive power used thereon; and the particulars of such operations and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified, as applied exclusively to said roads.

City and County of New York, ss.: Robert H. Berdell, president of the Erie Railway Company being duly sworn, deposeth and says, that the above report is true and correct to the best of his knowledge and belief.

ROBERT H. BERDELL.

President.

Subscribed and sworn to before me, the 8th day of December, 1865.

J. D. WHITE,

Notary Public, New York.

REPORT

OF THE

PATERSON AND RAMAPO RAILROAD COMPANY,

FOR THE YEAR 1865.

Capital stock actually paid in-----	\$248,000 00
Amount of funded debt, viz.:	
Bonds outstanding -----	\$85,000 00
Bonds redeemed -----	15,000 00
	<hr/> 100,000 00

OTHER DEBTS.

Cost of road and equipments -----	350,000 00
Income, rent from Erie Railroad Company-----	26,500 00
Dividends, 5 per cent. on \$248,000 -----	12,400 00
Expenses for contingencies, taxes, &c. -----	4,720 47
Paid sinking fund, to redeem bonds-----	5,000 00
Interest on bonds, (\$85,000 at 7 per cent.)-----	5,950 00

The said road being under lease to and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this Company have no knowledge of the other matters required.

All which is respectfully submitted.

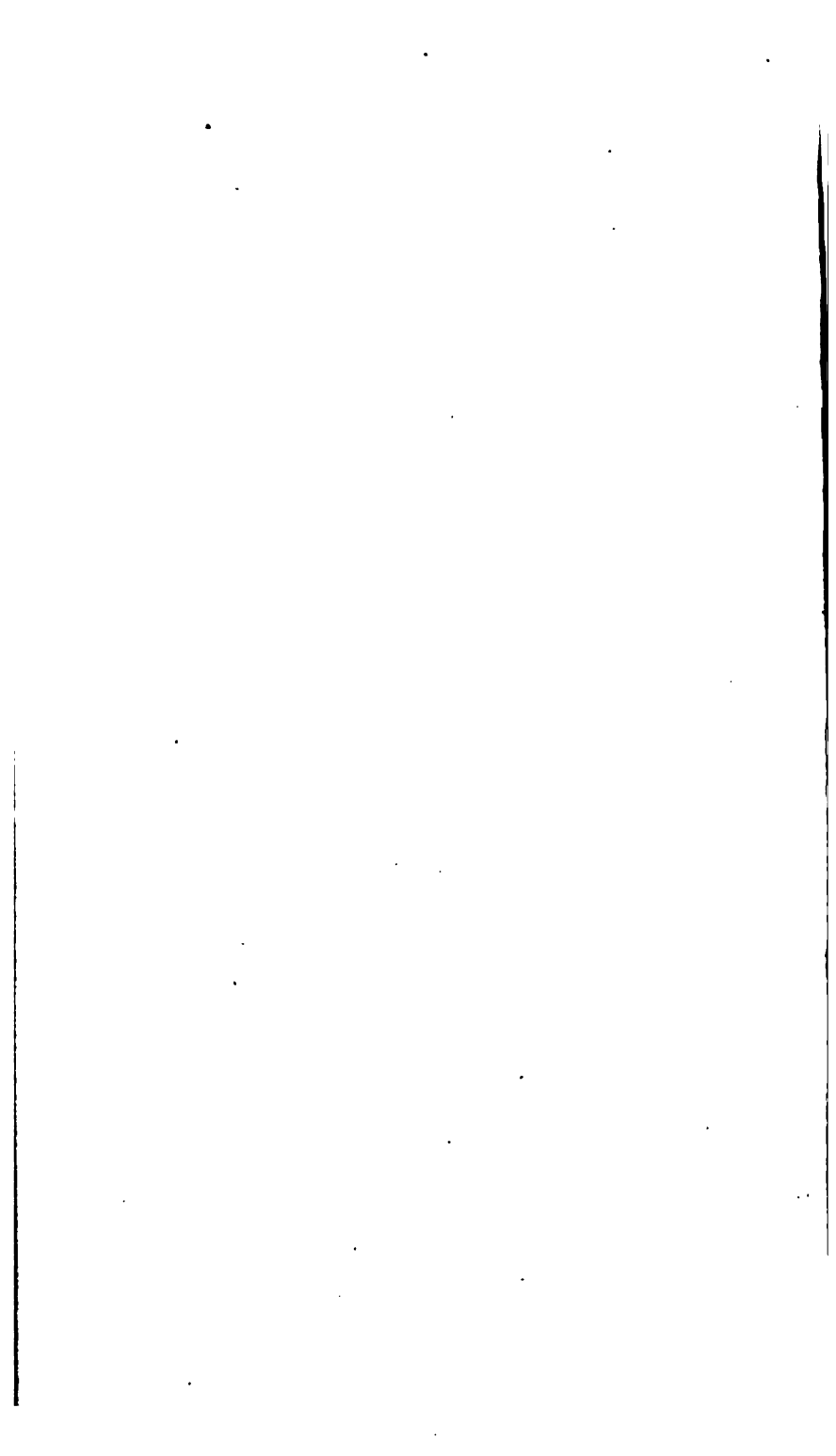
ROBERT BAYARD.

New York, to wit: Robert Bayard being duly sworn, on his oath saith that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 25th, 1866.

ALBERT SPEAR, *Notary Public*.



R E P O R T
OF THE
Paterson and Hudson River Railroad Company,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1865.

The President of the Paterson and Hudson River Railroad Company respectfully reports:

That the capital stock of the said company is now-----	\$630,000 00
The cost of said road including land, depot buildings and appurtenances is-----	630,000 00
There is no funded debt of this company	
The rent of the road is per annum-----	53,400 00
Two dividends of 4 per cent., each amounting to, and which have been paid in cash last year-----	50,400 00

The said road being now under lease to, and managed by another company, and sanctioned by the Legislature of this State, this company has no other knowledge of the matters required than the above statement.

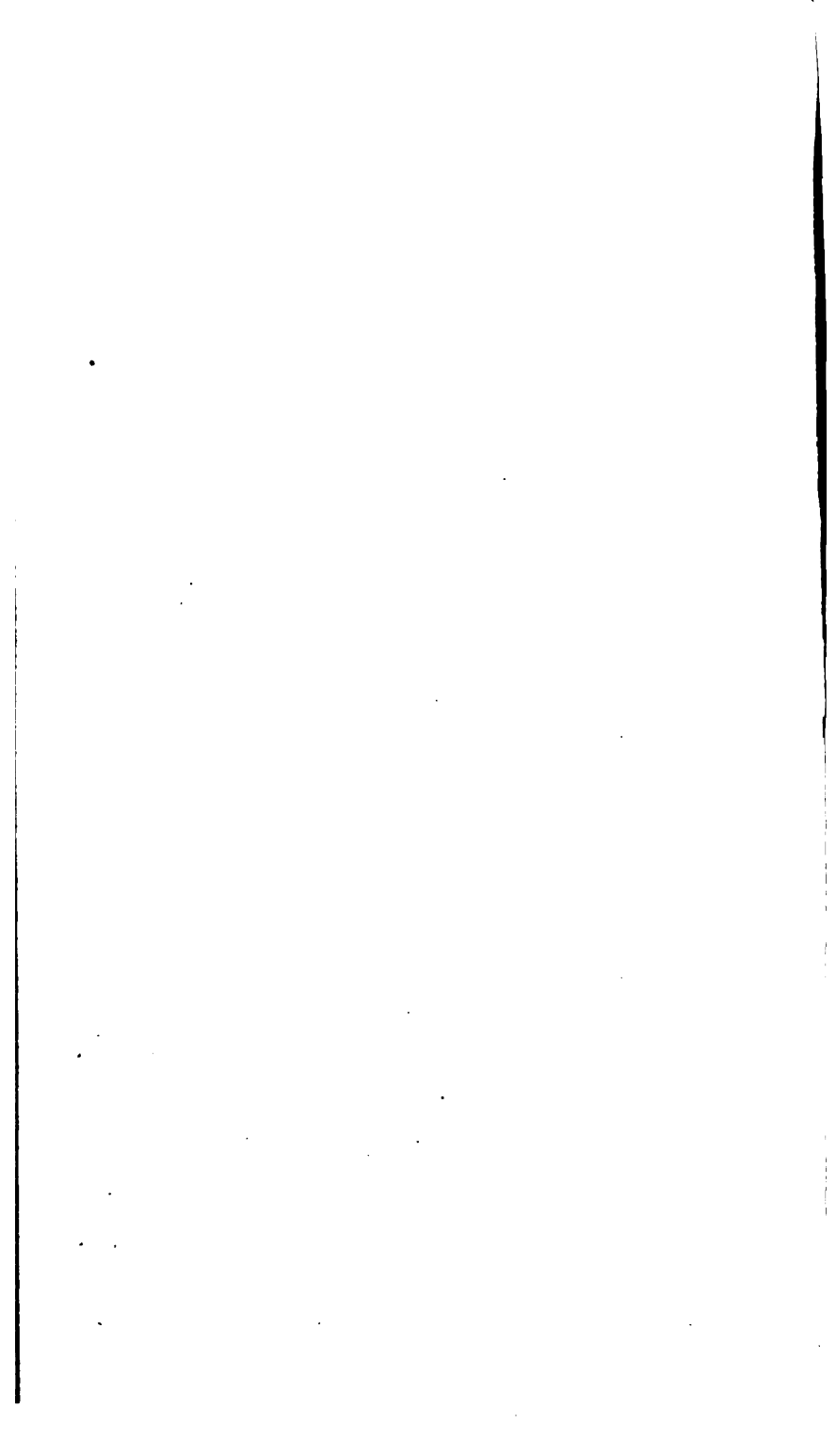
ROBERT BAYARD, *President.*

New Jersey, ss: Personally appeared before me Robert Bayard, who being by me duly sworn according to law on his oath saith, that the foregoing statement is true to the best of his knowledge and belief; and further, that he is President of said company.

ROBERT BAYARD,

Sworn and subscribed before me this 31st day of January, A. D. 1866.

ALBERT SPEAR,
Notary Public, 25, William street.



R E P O R T

OF THE

NORTHERN RAILROAD COMPANY OF NEW JERSEY,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

SEPTEMBER 30th, 1865.

Cash capital	\$158,800 00
Funded debt, bonds.....	260,000 00
Floating debt.....	64,521 28
Cost of road and equipments.....	461,561 85
Earnings—year ending September 30, 1865:	
From passengers	\$120,823 53
“ freight.....	52,307 14
“ mail, express, &c.....	11,901 19
Expenses—same time:	
Operating.....	\$135,884 69
Terminal	24,405 21
	<hr/>
	160,289 90

Credit—material and wood:

On hand, September 30, 1865 -- \$21,934 72

Less—material and wood:

On hand, September 30, 1864 -- 19,803 00 2,131 72 \$158,158 18

Passengers carried	224,568
Freight “ tons.....	15,946
Miles run	103,815

ACCIDENTS.

On Monday, December 19, 1864, Mr. Joseph Pierson, a brakeman in the employ of the company, while coupling cars at Piermont, was caught between them, from which injuries he died. A passenger train.

On Monday, August 24, 1865, as a freight train was approaching

Upper Piermont, a boy named Charles Keenge, attempted to cross the track in front of the train and was struck by the locomotive; had both legs broken; one of them was amputated; he has recovered. Benjamin Scribner, engineer, and R. S. Van Orden, conductor—both still in the employ of the company.

State of New Jersey, ss.: Thomas H. Herring being duly sworn according to law, on his oath saith that he is President of the Northern Railroad Company of New Jersey, and that the matters and facts set forth in the foregoing statement are true, to the best of his knowledge and belief.

THOMAS H. HERRING.

President.

Sworn and subscribed this 22d day of January, A. D. 1866, before me, at Jersey City.

CHARLES H. VOORHIS,

Master in Chancery.

REPORT

OF THE

MORRIS & ESSEX RAILROAD COMPANY,

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Showing the condition of the company on the first day of January, 1866, and their operations for the year 1865.

Capital stock-----	\$3,199,050 00
Funded debt-----	3,084,775 00
Floating debt-----	108,104 20
Contingent fund-----	290,790 13
	<hr/>
	\$6,682,719 33

Cost of road and its appendages-----	\$6,537,292 53
Capital stock of Newark and Bloomfield Railroad Company-----	55,000 00
Wood on hand, paid for-----	38,395 00
Cash and cash items-----	52,031 80
	<hr/>
	\$6,682,719 33

INCOME.

Income from passengers, freight and other sources during the year:	
From passengers-----	\$457,161 92
“ freight-----	192,147 17
“ mails and other sources-----	31,147 01
	<hr/>
	\$680,456 10
Paid for repairs, maintenance of way, motive power and contingencies-----	\$513,785 75

DIVIDENDS.

Paid two semi-annual dividends and one semi-annual interest dividend, amounting to two hundred and twenty-two thousand seven hundred and forty-four dollars and ninety-two cents ----- \$222,744 92 as follows:

In the capital stock of the company-----	\$ 97,650 00
In cash -----	125,094 92
	<hr/> \$222,744 92

NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year, one million twenty-five thousand four hundred and ninety-eight (1,025,498) exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS:

Passenger trains -----	220,000 miles.
Freight trains -----	65,000 "
Construction and gravel trains -----	29,000 "
Total -----	<hr/> 314,000 "

REPORT OF ACCIDENTS IN THE YEAR.

January 5.—A train going through Bergen Tunnel broke in two and an Erie train failing to observe the signal sent back, ran into the rear end of the Morris and Essex train, killing a young man named Peter Schenck, and severely injuring Llewellyn S. Haskell and Andrew Kirk Pruyn. Conductor, C. F. R. Moore; engineer, Thomas Keenan, both still in the employ of the company.

January 25—Morristown express train struck a man named Lorenzo Stirling, a laborer in the employ of the company, who was walking on the track near East Newark, killing him instantly. An inquest was held, and the jury exonerated the company from blame; the proper signals having been observed. Conductor C. R. Hulme, engineer Ezekiel Crane; both in the employ of the company.

March 28.—The body of a boy named F. W. J. Hempstead, was found lying upon the track west of Madison station. It was presumed he had fallen between the cars of the mail train, in passing from one to another. No blame was attached to the company by the jury. Conductor of the mail train, F. W. Bentley, engineer Wm. Osborne; both are yet in the employ of the company.

May 13.—Mrs. Lockman, a woman aged 86, was struck by a hand-car, between Dover and Drakeville, breaking her leg. She died from the effects of injury. No inquest was deemed necessary by the county physician. The car was in charge of A. Hatfield, division foreman.

January 24.—An elderly woman, (name unknown), was struck by a drill engine at Newark, while crossing the track; injuring her so, that she died a few days afterwards. No inquest was deemed necessary, as no blame was attached to the engineer. Engineer, J. B. Scripture, still in the employ of the company.

June 30.—A train running east, struck a horse, cart and driver at the turnpike crossing, between Newark and Hoboken; killing the driver, named Thomas McKinney. The jury determined that the company were not to blame, as the proper precautions had been observed. Conductor J. N. House; engineer James McRea. The former is still in the employ of the company.

July 29.—A man named John Eagen, fell upon the track in front of a freight train at Morristown station, and had both his legs broken. The accident was the result of Eagen's own carelessness. Conductor M. A. Sayre; engineer F. Heizman. Both are yet in the employ of the company.

August 2.—A boy named David Curtis, attempted to run across the track in front of a train near East Newark, but was struck by the engine and injured, so that he died two days afterwards; no inquest was deemed necessary. Conductor Samuel Doughty; engineer Samuel D. Harris; both still in the employ of the company.

August 5.—The midnight train from New York, struck a man, (name unknown), driving a wagon at the turnpike crossing, between Newark and Hoboken, instantly killing him, and severely injuring two men in the wagon with him. The jury decided that the result was accidental. Conductor Samuel Doughty; engineer Samuel D. Harris; both still in the employ of the company.

August 11.—Three cows were run over near Shippenport, throwing the train off the track. An old lady named Miss Talbot, was thrown by the shock against the door of a car, cutting a gash in her head; she has since fully recovered. Conductor Isaac L. Van Orden; engineer Edward King; both still employed by the company.

September 25.—The 8.15 A. M. train from New York, struck a man named Adam Weihldart, aged 64, in the yard at Hoboken, injuring him so, that he died shortly after. Deceased attempted to cross the track directly in front of the train. The jury decided that the affair was entirely accidental on the part of the company. Conductor C. F. R. Moore; engineer W. B. Day; both yet in the employ of the company.

October 7.—Anthony Stokes, a brakeman in the employ of the company, fell between two cars of a freight train at Morristown, and was injured so that he died at the New York Hospital December 1st. No blame was attached to those in charge of the train. Conductor, M. A. Sayre; engineer, F. Heizman; both still in the employ of the company.

October 14.—The 7.30 A. M. train from Newark struck a wagon and three horses, at the turnpike crossing between Newark and Hoboken, killing the driver named Richard Paxton. The jury exonerated

the company from blame, and suggested that a flagman be placed at the crossing, which was immediately done. Conductor, J. U. House; engineer, S. D. Harris; both still in the employ of the company.

AARON ROBERTSON,
President pro tem.

New Jersey, Hudson county, ss.: Aaron Robertson, President pro tem. of the Morris and Essex Railroad Company, being duly sworn, on his oath saith that the facts, matters and things in the foregoing report contained are true, to the best of his knowledge and belief.

AARON ROBERTSON.

Sworn and subscribed before me this 1st day of February, A. D. 1866.

ROB. HAMILTON,
Master in Chancery of New Jersey.

ANNUAL REPORT

OF THE

NEWARK AND BLOOMFIELD RAILROAD COMPANY.

TO THE

LEGISLATURE OF THE STATE OF NEW JERSEY.

Showing the condition of the company on the first day of January, 1866, and their operations for the year 1865.

Amount of capital stock paid in-----	\$103,890 00
Cost of road and its appendages-----	112,575 43
Receipts from passengers, freight, &c.-----	40,649 25
Paid for repairs, maintenance of way, contingencies, &c.-----	33,592 31
Wood on hand (paid for)-----	990 00

One dividend has been paid during the year of three and one-half per cent. on the capital stock, amounting to three thousand six hundred and twenty-six dollars.

There has been transported over the road during the year, two hundred and two thousand two hundred and nine passengers, exclusive of commuters and those who ride free, as follows:

Between Newark and Roseville-----	3,797
“ “ Bloomfield-----	126,079
“ “ Montclair-----	67,142
Way passengers-----	5,191

Total----- 202,209

The number of miles run during the year is twenty-four thousand eight hundred and forty-six.

No serious accident has occurred during the year.

New Jersey, Essex county, ss. : Ira Dodd, President of the Newark and Bloomfield Railroad Company, being duly sworn, on his oath saith that the facts, matters and things in the foregoing statement and report contained are true, to the best of his knowledge, information and belief.

IRA DODD,
President.

Sworn and subscribed before me this thirtieth day of January, 1866.

A. G. SAYRE,
Master in Chancery of New Jersey.

ANNUAL REPORT
OF THE
SUSSEX RAILROAD COMPANY,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1865.

Showing the condition of the Company on the first day of January, 1866, and their operations for 1865.

Capital stock-----	\$192,625 00	
Funded debt-----	200,000 00	
Floating debt-----	5,073 93	
	<hr/>	\$397,698 93
Cost of road and its appurtenances-----		\$397,698 93
Receipts for passengers, freight, express, &c.-	\$52,794 98	
Due from the United States mail, January 1,		
1866-----	258 92	
	<hr/>	53,053 90
Paid for operating expenses-----	\$14,890 28	
Repairs of road and equipments-----	21,815 76	
	<hr/>	36,706 04
Paid interest on debts of company-----		13,919 87

The number of miles run by passenger and freight trains is about 22,000.

No dividends have been paid.

No accidents.

New Jersey, ss.: John I. Blair, the President of the Sussex Railroad Company, being duly sworn, on his oath saith that the foregoing statement is true, according to the best of his knowledge and belief.

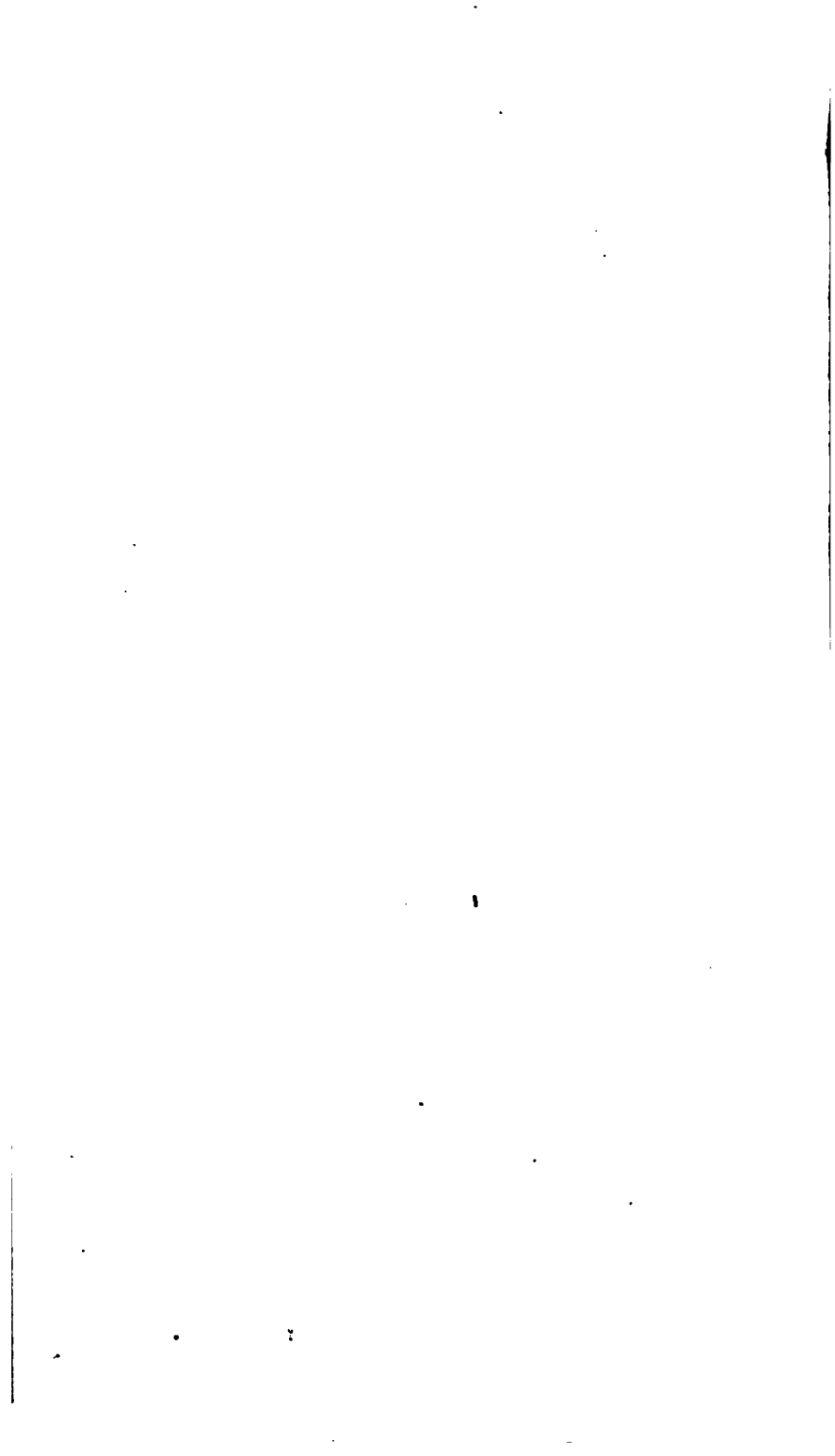
J. I. BLAIR,

President.

Sworn and subscribed this 25th day of January, 1866, before me.

JNO. LINN,

Master in Chancery.



ANNUAL REPORT
OF THE
Hackensack and New York Railroad Company,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY.
FOR THE YEAR 1865.

Capital stock of this company-----	\$ 94,100 00
Funded debt-----	40,000 00
Paid on construction account from receipts of earnings and other sources from 1860 to this date-----	20,316 26
	<hr/>
Cost of road and equipments-----	\$154,416 26
Receipts of road for the year:	
From passengers, freight, mail, &c.-----	\$ 47,394 52
Expenses of working road, including salaries, &c.:	
To Erie Railroad Company for use of road--	\$13,623 74
To other expenses, including government tax, &c.-----	25,235 31
To interest paid on bonds for year-----	2,765 00
	<hr/>
	\$41,624 05
Balance of earnings entered and included in construc- tion account-----	\$5,770 47
No dividends have as yet been paid by the company.	

ACCIDENTS.

December 26th, 1865.—Edward Conners, was found lying dead on the road, the locomotive and cars having passed over him after dark, supposed to have been in liquor, no censure was laid upon the engineer or conductor; considered accidental; they are still in the employ of the company.

New Jersey, Bergen County, ss.: Garret G. Ackerson, president of the Hackensack and New York Railroad Company, being duly sworn on his oath saith, that the facts, matters and things in the above report contained, are true to the best of his knowledge and belief.

G. G. ACKERSON.

President.

Sworn and subscribed before me, this 18th day of January, A. D. 1866.

JOHN H. ZABRISKIE.

Judge of Bergen County Common Pleas.

REPORT
OF THE
LONG BRANCH AND SEA SHORE R. R. CO.,
TO THE
LEGISLATURE OF THE STATE OF NEW JERSEY,
FOR THE YEAR 1865.

Statement of the amount of cost of the Long Branch and Sea Shore Railroad Company so far as the same is completed, including all expenses and the amount of all purchases made by virtue of the act of incorporation of said company for the year ending December 31st, 1864 and 1865.

Expenses of commissioners and directors-----	\$457 41
Surveying road-----	790 57
Grading-----	9,482 65
Sleepers and ties-----	10,983 63
Lumber for buildings, bridges &c.-----	18,537 36
Brick, stone and other materials-----	2,949 61
Labor and subsistence of laborers, including erection of buildings, &c.-----	33,772 90
Dock including dredging, driving spiles, &c.-----	17,836 33
Iron including rails, plates, bolts, &c.-----	41,601 14
Engines and repairs to same-----	17,450 19
Cars-----	1,536 00
Real estate-----	9,937 00
Fencing-----	103 08
Sundries, wood, coal, &c.-----	3,975 29
Stationery-----	218 13
Salaries-----	3,195 00
Legal expenses-----	1,500 00
Freight-----	1,488 46
Interest account-----	462 00

\$176,276 75

State of New Jersey, Mercer County, ss.: F. S. Conover, Treasurer of the Long Branch and Sea Shore Railroad Company, being sworn on his oath saith, that the foregoing is a true statement to the best of his knowledge and belief.

F. S. CONOVER,
Treasurer.

Sworn and subscribed before me, this 24th day of January, A. D. 1866.

HEZEKIAH MOUNT,
Justice of the Peace.

State of New Jersey, Monmouth County, ss.: Henry Howland, President of the Long Branch and Sea Shore Railroad Company, being duly sworn on his oath saith, that the foregoing is a true statement to the best of his knowledge and belief.

HENRY HOWLAND,
President.

Sworn and subscribed before me, this 26th, day of January, A. D. 1866.

FRANCIS CORLIES,
Master in Chancery of New Jersey.

ANNUAL REPORT

OF THE

Perth Amboy and Woodbridge Railroad Company,

FOR THE YEAR 1865.

Length of road (miles)-----	6½
Capital stock paid in-----	\$57,200 00
Funded debt-----	100,000 00
	<hr/> \$157,200 00

COST OF RAILROAD TO DATE.

For gradation, masonry, superstructure, iron, passenger and freight stations, land, land damages and engineers,	\$214,581 57
Passengers over the whole line between Rahway and Perth Amboy-----	\$30,568
Between Rahway and Woodbridge-----	39,323½
All intermediate places-----	5,924½
	<hr/>
Total passengers-----	\$75,816
Number of tons of goods-----	2,989

RECEIPTS.

Passengers-----	\$10,665 25
Freight-----	1,494 90
	<hr/> \$12,160 15
Expenses-----	11,808 07
	<hr/>
Balance-----	\$352 08

January, 1866. No accidents have occurred.

MARTIN A. HOWELL,
President.

H. J. SOUTHMAYD,
Treasurer.

State of New Jersey, Middlesex county, ss.: Martin A. Howell, President of the Perth Amboy and Woodbrige Railroad Company, being by me duly sworn according to law, on his oath saith the within statement is just and true.

MARTIN A. HOWELL.

President.

Sworn and subscribed before me, this 27th January, 1866.

A. BRORAEM,

Master in Chancery of New Jersey.

ANNUAL REPORT
OF THE
HIBERNIA MINE RAILROAD COMPANY,
TO THE LEGISLATURE OF NEW JERSEY,
FOR THE YEAR 1865.

Annual statement of the receipts and expenses of the Hibernia Mine Railroad Company, for the year ending December 31st, 1865, as required by law.

Capital stock of said company-----	\$25,250 00
Floating debt,-----	15,000 00
	<hr/>
	\$40,250 00
Receipts during 1865-----	\$18,880 42
Expenses during 1865-----	14,866 73
	<hr/>
	\$4,013 69
Surplus on hand January 1st, 1865-----	3,097 35
	<hr/>
Balance January 1st, 1866-----	\$7,111 04

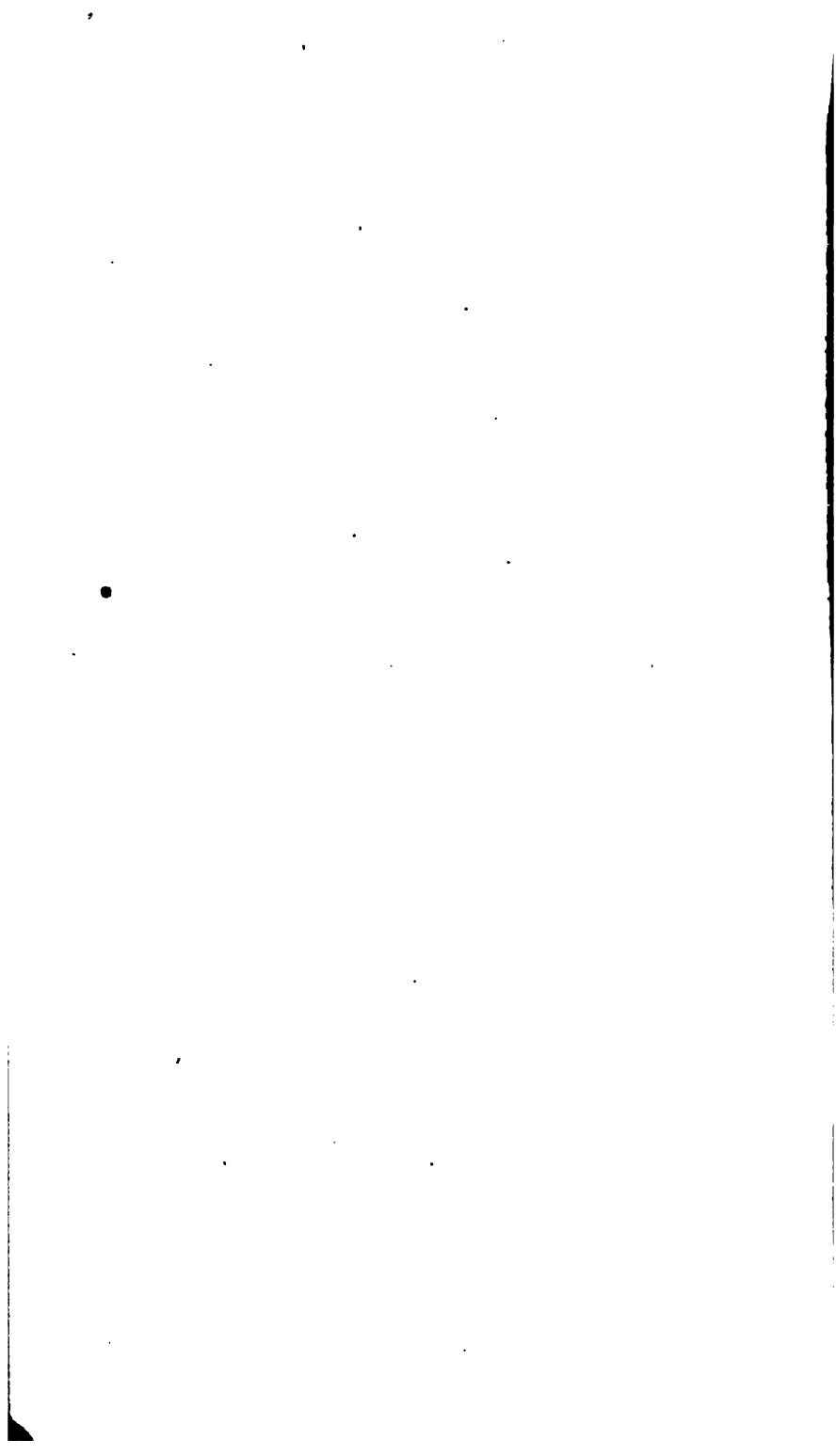
It being necessary to pay off the floating debt, before paying any interest to stockholders, the financial condition of said company will not warrant the declaration of any dividend.

GEO. RICHARDS,
President H. M. R. R. Co.

State of New Jersey, Morris county, ss.: George Richards, of said county and state, being duly sworn, on his oath deposeth and saith that he is the President of the Hibernia Mine Railroad Company, and that the within report is in all respects true according to the best of his knowledge and belief.

GEO. RICHARDS.
President H. M. R. R. Co.

Sworn and subscribed January 29th, A. D. 1866, before me,
V. DALRIMPLE,
Master in Chancery of New Jersey.



ANNUAL REPORT

OF THE

ORANGE & NEWARK HORSE CAR RAILROAD CO.,

TO THE LEGISLATURE OF NEW JERSEY,

FOR THE YEAR 1865.

In obedience to an act passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of Railroad and other Companies," the Orange and Newark Horse Car Railroad Company present the following report:

January 1st, 1866.

Capital stock-----	\$281,550 00	
Funded debt-----	300,000 00	
Mortgage on depot and stables-----	5,950 00	
Stock of Belleville Railroad, 6 per cent. interest guaranteed-----	15,000 00	
	<hr/>	\$602,500 00

COST OF RAILROAD AND EQUIPMENTS.

Superstructure, iron, depots, stables and car houses -----	\$551,986 09	
Cars and snow plows-----	22,380 08	
Horses, harness and fixtures-----	25,047 95	
	<hr/>	599,414 12
Cash-----		3,085 88
		<hr/>
		\$602,500 00

RECEIPTS.

From passengers	\$100,855 13	
“ tolls from Newark and Clinton Rail- road	1,796 06	
“ sundries, sale of horses and manure ..	2,706 53	
	<hr/>	\$105,357 72

EXPENSES.

For maintaining and operating the road	75,898 75	
	<hr/>	\$29,458 94
Interest on bonds	\$21,900 00	
Profit and loss	7,558 94	
	<hr/>	\$29,458 94
No dividends.		

OPERATIONS OF THE COMPANY DURING THE YEAR.

The number of passengers carried by the Orange and Newark Horse Car Railroad Company during the year 1865, on their different lines, was as follows:

Orange and Newark	568,118
Broad street	489,119
Belleville and Newark	147,362
Market street	193,830
	<hr/>
	1,398,449

Number of passengers carried during the year, one million three hundred and ninety-eight thousand four hundred and forty-nine.

MARTIN L. DENNIS,

Vice President and Treasurer.

Sworn and subscribed before me this 22d day of January, 1866.

D. N. BALDWIN,

Justice of the Peace.

ANNUAL REPORTS

OF THE

Railroad & Canal Companies

OF

THE STATE OF NEW JERSEY,

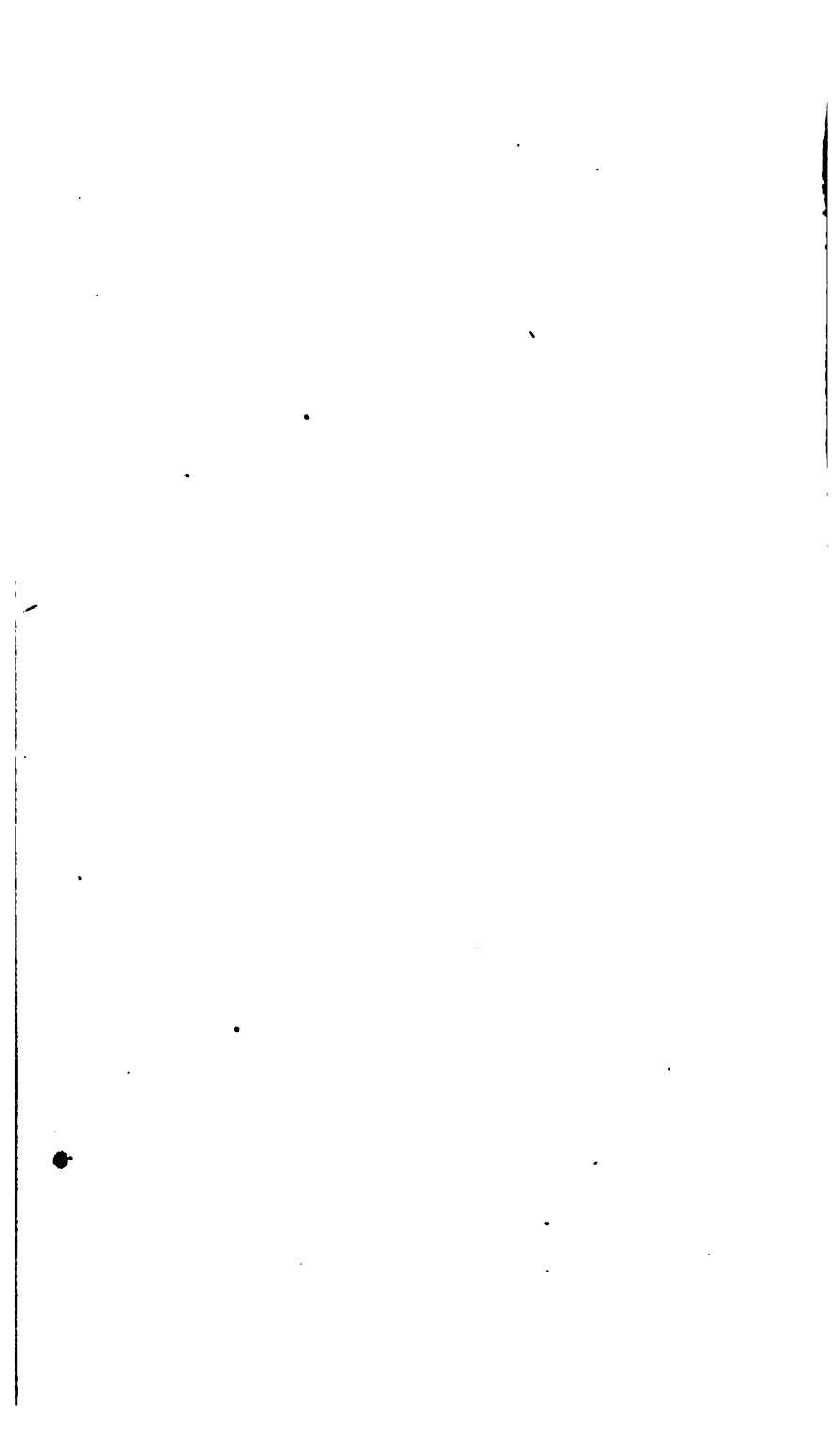
FOR

THE YEAR 1866.

TRENTON, N. J.:

PRINTED AT THE OFFICE OF THE STATE GAZETTE.

1867.



NEW JERSEY CENTRAL RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act entitled " An Act respecting annual reports to the Legislature of Railroad and other Companies", passed February 24, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st of January, 1867 :

Capital stock-----	\$13,000,000 00
First mortgage bonds-----	900,000 00
Second "-----	600,000 00
Quarterly dividend 2½ per cent., due January 15----	299,293 00
Interest accrued, not yet due-----	33,250 00
Accounts payable-----	250,400 07
Balance to credit of renewal fund-----	628,159 26

\$15,711,102 33

Railroad-----	\$6,794,305 67
Port Johnston, coal wharves-----	318,376 77
Land and wharves at Elizabethport--	301,976 52
Station houses, shops, &c.-----	293,420 68
	<u>7,708,079 64</u>

Engines-----	\$931,000 00
Cars-----	1,033,600 00
	<u>\$1,964,600 00</u>

Ferry interest and boats-----	556,551 52
Other property, fuel, materials, &c. ---	4,694,177 21
	<u>\$5,250,728 73</u>
Cash and accounts receivable-----	787,693 96

\$15,711,102 33

RECEIPTS AND EXPENSES FOR 1866.

Passengers-----	\$762,470 56
Merchandise-----	1,099,239 13
Coal-----	1,619,744 24
Mail, express, rents, &c.-----	99,790 35
	<u>\$3,581,244 28</u>

RAILROAD AND CANAL REPORTS.

Ordinary Expenses.

Running expenses-----	\$425,850 94	
Wood consumption-----	60,938 70	
Coal consumption-----	244,026 98	
Repairs of road-----	314,461 77	
Repairs of engines-----	176,565 28	
Repairs of cars-----	142,115 92	
Repairs of buildings, bridges, &c.-----	123,305 18	
Ferry expenses-----	170,451 95	
Expense account-----	86,700 03	
Miscellaneous expenses-----	124,734 01	
Car service-----	85,824 93	
		<hr/>
		\$1,963,975 69
		<hr/>
		\$1,617,268 39
Deduct interest account-----	\$215,784 00	
" Taxes for 1866-----	36,998 40	
" United States taxes-----	111,147 81	
" Dividend-----	1,146,483 76	
		<hr/>
		\$1,510,413 97
Balance used in reducing property accounts-----		106,854 63

DIVIDENDS.

Quarterly dividends of two and a half per cent. have been made in cash.

MILES RUN BY TRAINS.

Miles run by passenger trains-----	448,545	
" " merchandise trains-----	292,110	
" " coal trains-----	494,160	
		<hr/>
Total by transportation trains-----		1,234,815
Miles run by wood trains-----	2,100	
" " gravel and construction trains	138,110	
		<hr/>
		140,210
		<hr/>
Total miles run by trains-----		1,375,025

RAILROAD AND CANAL REPORTS.

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TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD OF
NEW JERSEY FOR THE YEAR 1866.

			Tons-
Between New York and Bergen Point-----			1,873
" " " Mariners' Harbor-----			1,378
" " " Elizabethport-----			14,311
" " " Elizabeth-----			19
" " " Crawford-----			483
" " " Westfield-----			858
" " " Scotch Plains-----			1,342
" " " Plainfield-----			5,777
" " " New Market-----			462
" " " Bound Brook-----			787
" " " Somerville-----			2,867
" " " Ricefield-----			221
" " " Flagtown-----			1,677
" " " Neshanic-----			2,373
" " " Three Bridges-----			2,149
" " " Flemington-----			2,970
" " " Raritan-----			2,617
" " " North Branch-----			1,819
" " " White House-----			2,217
" " " Lebanon-----			1,497
" " " Clinton-----			5,239
" " " High Bridge-----			1,241
" " " Spruce Run-----			1,257
" " " Junction-----			36,567
" " " New Hampton-----			1,385
" " " Asbury-----			777
" " " Valley-----			572
" " " Bloomsbury-----			1,664
" " " Springtown-----			1,355
" " " Phillipsburg-----			3,471
" " " Easton-----			125,897
" Port Johnson " Phillipsburg-----			54,938
" Elizabethport " New Hampton-----			78,6152
" " " Phillipsburg-----			549,114
" Elizabeth " New Hampton-----			9,914
" " " Phillipsburg-----			90,060
All intermediate stations-----			108,959
Total number of tons-----			1,826,259

	Tons.		Miles.
Merchandise-----	434,002	Carried	24,045,007
Iron-----	1,289,249	"	69,421,516
Coal-----	103,008	"	6,592,512
	1,826,259	"	100,059,035

RAILROAD AND CANAL REPORTS.

TABLE OF PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY, FOR THE YEAR 1866.

Stations.	To.	From.	Total.
New York-----	365,307	393,999	759,306
Communipaw-----	10,135	8,778	18,913
Claremont-----	586	262	848
Bay Cemetery-----	27,635	24,463	52,098
Salterville-----	17,199	16,350	33,549
Bayonne-----	1,426	904	2,330
Centreville-----	165	814	979
Mariner's Harbor-----	11,139	11,367	22,506
Bergen Point-----	40,248	39,087	79,335
Elizabethport-----	58,873	60,457	119,330
Elizabeth-----	142,644	143,183	285,827
Mulford-----	10,479	9,394	19,873
Crawford-----	12,922	12,252	25,174
Westfield-----	16,386	15,752	32,138
Scotch Plains-----	11,226	10,957	22,183
Plainfield-----	66,007	67,243	133,250
New Market-----	12,317	11,506	23,823
Bound Brook-----	19,808	20,185	39,993
Somerville-----	38,523	38,448	76,971
Ricefield-----	853	451	1,304
Flagtown-----	2,720	2,302	5,022
Neshanic-----	4,818	4,959	9,777
Three Bridges-----	2,965	2,735	5,700
Flemington-----	9,568	10,009	19,577
Raritan-----	2,733	2,695	5,428
North Branch-----	4,676	4,210	8,886
White House-----	8,181	7,900	16,081
Lebanon-----	2,941	2,961	5,902
Clinton-----	9,330	9,695	19,025
High Bridge-----	4,787	4,842	9,629
Spruce Run-----	4,496	4,460	8,956
Junction-----	31,931	29,128	61,059
Asbury-----	5,429	5,324	10,753
Valley-----	3,615	3,423	7,038
Bloomsbury-----	7,063	7,161	14,224
Springtown-----	3,817	3,667	7,484
Phillipsburg-----	7,952	9,843	17,795
Easton-----	102,692	82,426	185,118
	<u>1,083,592</u>	<u>1,083,592</u>	<u>2,167,184</u>

Number of passengers carried-----	1,083,592
“ “ “ one mile-----	25,866,378

ACCIDENTS FOR THE YEAR 1866.

January 9.—The engine "Cranville", built at the New Jersey Locomotive Works, exploded her boiler while standing on side track at Junction Station, waiting for the 7:20 A. M. passenger train from Easton to pass, causing the instant death of George M. Rogers, engineer; Thomas Snyder, fireman; and injuring Benjamin Bates, one of the brakemen, so severely that he died within twenty-four hours.

March 26.—John Marvin, laborer on track, was run over and instantly killed at Bay Cemetery, by fast line bound east.

April 17.—At Phillipsburg Station, Mrs. Caroline Kaufman, while engaged in picking up coal on the track, stepped in front of some coal cars that were being drilled, and was knocked down, run over, and so injured that she died on the 21st inst. No blame is attached to the trainmen. James Vandergrift, engineer; still in the employ of the company.

April 30.—A colored woman named Nancy Terrell, while engaged in picking up coal on the track at Elizabeth, near Meadow street, stepped from the south to the north track to let train pass, and was struck by the pilot of the engine of the 11 A. M. train from New York, thrown from the track, and so injured that she died in a short time. No blame is attached to the trainmen. Edward Scott, engineer; T. C. Littell, conductor; both still in the employ of the company.

May 30.—At Junction Station, Mr. Joseph Beaver, brakeman, in the employ of the Company, in attempting to couple two cars was caught between them and instantly killed.

June 4.—A girl nine years old, named Eliz Oarlauff, was run over on one of the side tracks at Elizabeth, by some coal cars, while the engine was shifting them in.

July 17.—John Cattegon, while walking on the track, was run over by the 4:30 P. M. train from New York, near Bergen station, and instantly killed. No blame attached to the Company by the coroner's jury. J. C. Little, conductor; James Clark, engineer; both still in the employ of the company.

July 18.—A Mrs. N. Robins, while walking over Bound Brook Bridge, was struck by the 6:15 P. M. train from New York, and knocked off the bridge; both of her feet had to be amputated. She was about sixty years of age, and resided in Rockland county. No blame attached to the Company. William M. Smith, engineer; G. P. Doughty, conductor; both still in the employ of the Company.

July 21.—A Mrs. Riley while walking on the track, was run over opposite Warren Foundry, Phillipsburg, by an extra train, and instantly killed. No blame attached to the Company. E. Champlain, conductor, and engineer still in the employ of the Company.

August 16.—Mr. John Devlin, Section Master on Bound Brook section, while walking on his division, stepped from south track on to north track to avoid down train, and was run over and instantly

killed by an up train which he did not notice approaching; he had been in the employ of the Company some ten years, and was the best track master on the road. M. Martines, conductor, and engineer still in the employ of the Company.

August 20.—A Mrs. Mary Gaffney was found on the track by the watchman, at Somerville station, dead, at 3 o'clock; supposed to have been struck by the engine running D. L. & W. express freight, which passed there about 12 o'clock. John Clark, engineer; H. H. Bishop, conductor; still in the employ of the Company.

August 24.—Mr. Metgger, a German, employed at Warren Foundry, while walking on the track was run over by the 9 A. M. line from New York, on the sharp curve near Stucker's Crossing, and instantly killed. Verdict, accidental death. B. F. Libby, engineer; P. J. Nichols, conductor; both still in the employ of the Company.

August 28.—At Spence Run, Mr. A. A. McNair, while attempting to jump on to engine "Middlesex," as it was passing the station, fell over some kegs of spikes on to the track, the tender run over one of his legs and otherwise injured him so that he died the next day. L. A. Kite, conductor and engineer; still in the employ of the company.

September 24.—Bernard Downy, in charge of one of the drilling engines, in attempting to uncouple a freight car from the engine, on the first street crossing at Elizabethport, while the engine was running, caught his foot between the rail and guard rail of the frog which held him fast, and he was run over and instantly killed. He left a wife and five children; no blame attached to engineman. Charles Tilsen, engineer; still in the employ of the Company.

October 6.—Mr. Rodenmeyer, quite an old man, was run over by a coal train, near the glass factory in Elizabeth, and instantly killed. He was picking up coal on the track and was somewhat deaf. Lewis A. Rites, conductor and engineer; still in the employ of the Company.

October 13.—At junction, Mr. Wilson Cool, brakeman, in the employ of the Company, in attempting to get on the engine "New Market" while in motion, slipped under the wheels and had both legs cut off, and died in about seven hours after, he was 19 years of age.

November 30.—Near Communipaw, Phillip Hearty, employed at the stock yard, was walking on the south track and stepped on the north track to avoid 3:15 train from Elizabeth, and was struck by the engine of the 3:30 P. M. train from New York, died within forty-eight hours from effect of injuries received. Verdict of jury "accidental death." Lewis Davis, engineer; William F. Rand, conductor; both still in the employ of the Company.

December 10.—Mr. Thomas McDonald and Mrs. Margaret McGaffney, in attempting to cross the track at Bound Brook Bridge, turned down the railroad and were run over by the 7:80 P. M. train from New York, and instantly killed. Both were intoxicated. The jury rendered a verdict accordingly. Benjamin W. Hopper, conductor; Edward Scott, engineer; both still in the employ of the Company.

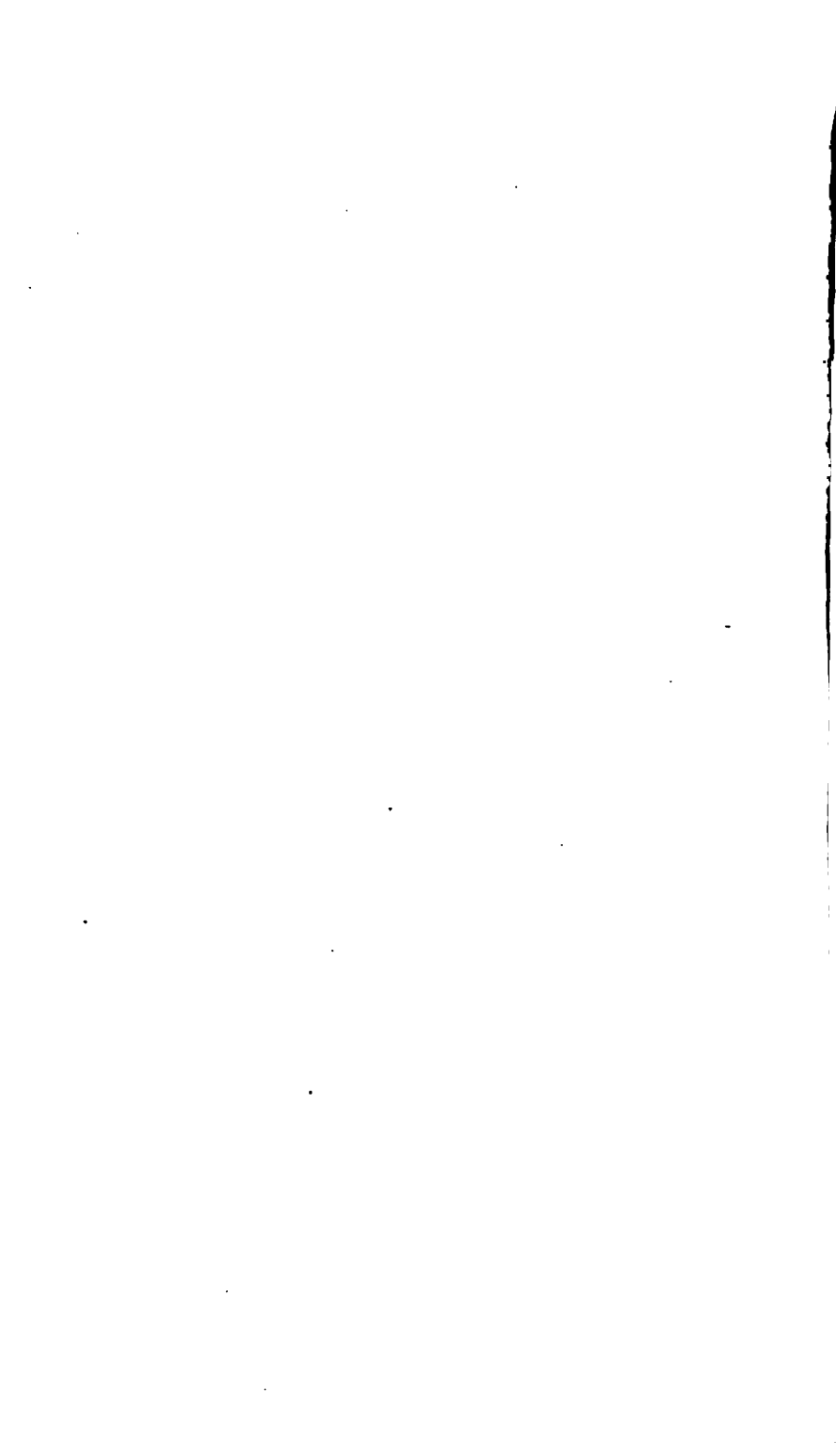
December 21.—Mrs. Susan Burk, about 17 years of age, residing near Chimney Rock, was run over and instantly killed, about one mile west of Scotch Plains. No blame attached to the engineer. It was very foggy at the time. George P. Doughty, conductor; Peter Rodenbaugh, engineer; both still in the employ of the Company.

December 25.—Mr. Augustus Lott was run over and instantly killed at Bloomsbury station by mail train bound east. He was intoxicated at the time. After the train had started he attempted to jump on, fell between the two rear cars and was run over. No blame attached to the conductor or engineer. F. P. Hill, conductor; F. Libby, engineer; both still in the employ of the Company.

JOHN TAYLOR JOHNSTON,
President.

Sworn and subscribed at Jersey City, N. J., this 8th day of February, A. D. 1866, before me.

ARCH. K. BROWN,
Master in Chancery of New Jersey.



SOUTH BRANCH RAILROAD.

In conformity with an act of this State, requiring annual reports to the Legislature of railroad and canal companies, approved February 24th, 1852, the South Branch Railroad Company make the following report:

Amount of work done to January 1st, under the head of	
grading and construction account-----	\$362,291 89
Paid on account of right of way-----	52,843.43
Station houses, &c.-----	16,557 78
Amount received on capital stock-----	438,300 00

The road is leased at the annual rent of six per cent., to the Central Railroad Company of New Jersey, who have operated it since July 1st, 1864, at which time it was regularly opened for business. and the receipts therefrom appear in their accounts.

Samuel Knox, Secretary and Treasurer of the South Branch Railroad Company, being duly sworn according to law, on his oath saith that the foregoing report is just and true, according to the best of his knowledge, information and belief.

SAMUEL KNOX.

Sworn and subscribed at Jersey City, New Jersey, this first day of February, A. D., 1867, before me.

RICHARD K. BROWN,
Master in Chancery of New Jersey.

WARREN RAILROAD.

To the Legislature of New Jersey :

In obedience to an act entitled "an act respecting annual reports of Railroads and other Companies," passed 22d February, 1852, the Warren Railroad Company present the following report of the condition of its affairs to January 1st, 1867 :

Capital stock issued and actually paid in-----	\$1,547,650 00
First mortgage bonds due 1875, outstanding-----	511,400 00
	\$2,059,050 00

Total cost of the Warren Railroad, including lands for right of way, depot buildings, cost of tunnels, bridges, &c.	\$2,000,000 00
Cost of coal basins, trestle works, shutes and fixtures on the Morris canal at Washington, N. J. ; estimated-----	59,050 00
	2,059,050 00

Earnings of the Road from January 1st, to December 31st, 1866 :	
From passengers-----	\$32,260 39
“ Freight, viz :	
“ Coal-----	\$314,074 13
“ Merchandise-----	99,344 99
“ Express-----	3,481 76
	416,900 88
“ Transportation of the mails-----	1,446 76
“ Telegraph-----	659 38
“ Rents-----	30 00
	\$451,297 41

The running expenses of the road, including depot agents, telegraph, trackmen and foremen, new rail and ties, repairing to road-bed, tunnels, bridges, &c., &c. ; estimated-----	296,351 96
	\$154,945 45

Interest paid on \$511,400 bonds 7 per cent.	\$35,798 00
Amount applicable to paying a dividend of 7 per cent. on \$1,547,650 capital stock,	108,335 50
	<hr/>
	\$144,133 50
Balance applicable to paying government taxes and other matters-----	10,811 95

PASSENGERS CARRIED.

Total number of passengers carried-----	89,989
Through-----	31,994
Way-----	57,995

TONNAGE.

Total number tons freight carried-----	1,170,638	
	Through.	Way.
Coal-----	816,221	172,584
Merchandise-----	72,347	107,306
Express-----	1,804	376
	<hr/>	<hr/>
	890,372	280,266

OF THE WAY COAL TRANSPORTED.

There was delivered at Washington, 14 miles distance, 157,941.2160 tons-----	\$40,243 61
There was delivered at Oxford, eleven miles distance, 12,618.1680 tons-----	2,526 27
There was delivered at Bridgesville, 6 miles distance, 1,707.320 tons-----	186 42
There was delivered at Delaware, one mile distance, 300.2000 tons-----	5 47
There was delivered at Changewater, 16 miles distance, 15.400 tons-----	4 42

THROUGH.

There was delivered at New Hampton, 18½ miles distance, 816,221.960 tons-----	271,107 94
	<hr/>
	\$314,074 13

The Company owes no debt not above stated, except Government taxes, paid by connecting road. The proportion due from this Company not having been rendered to them, has not been deducted from the year's earnings, as shown by the above statement. No injury to any person on the trains has been reported during the past year.

All of which is respectfully submitted.

J. I. BLAIR,
President Warren Railroad Company.

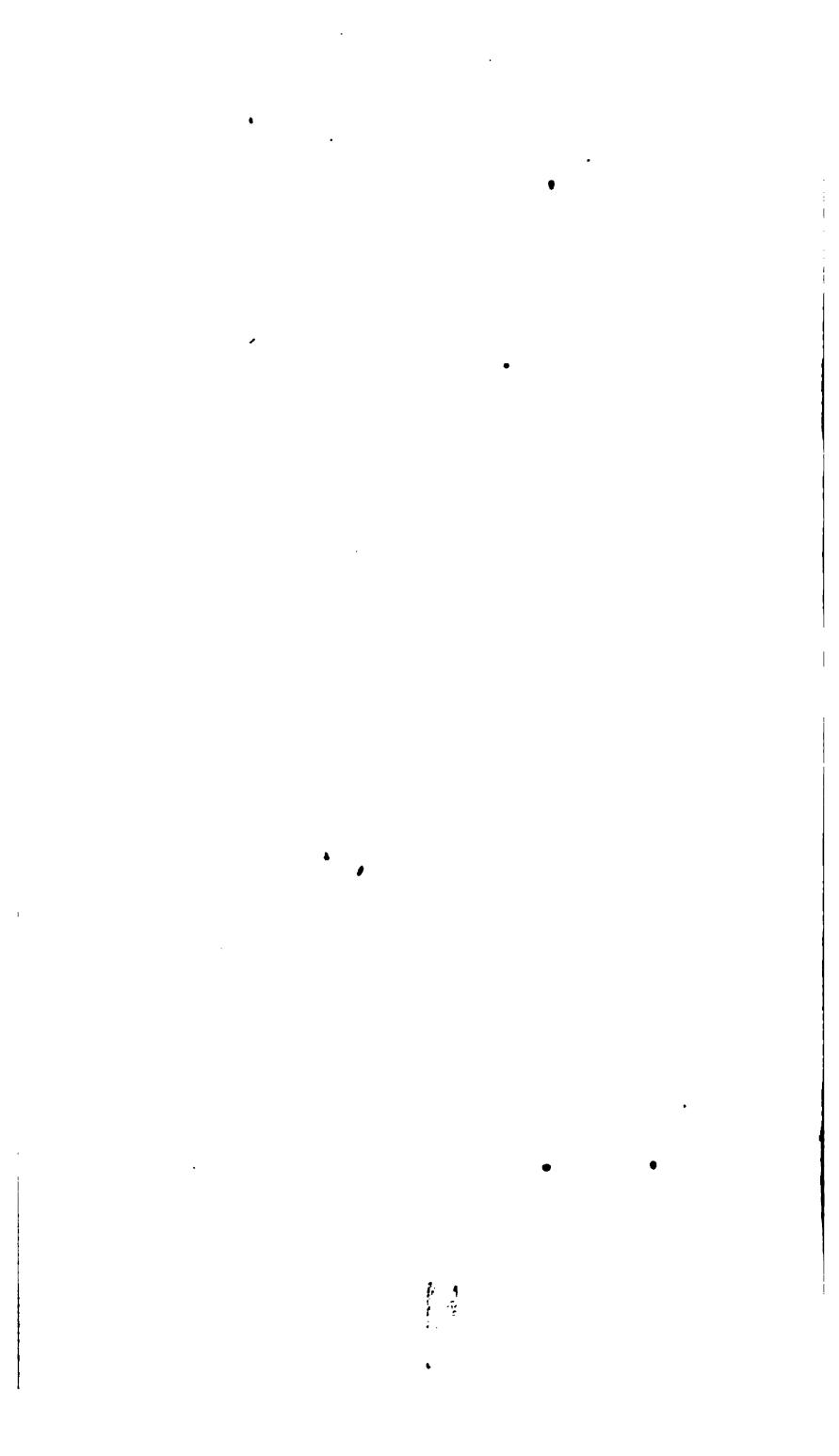
State of New Jersey, Warren County, ss: John I. Blair, of full age, being duly sworn, upon his oath saith, that the facts, matters and things set forth in the above report, which is signed by him, are true to the best of his knowledge and belief.

J. I. BLAIR.

Sworn and subscribed before me, at Blairstown, New Jersey, this 31st day of January, 1867.

MARSHAL HUNT,

A Master in Chancery of New Jersey.



DELAWARE AND RARITAN CANAL COMPANY, AND THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey :

In compliance with the act of the Legislature of New Jersey, approved February 24th. 1852, and a supplement approved March 11th, 1853, the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company report :

The capital stock paid in of the Delaware and Raritan Canal Company was-----	\$1,500,000 00
Added by authority of the Legislature-----	1,021,300 00
Added by authority of the Legislature—stock instalments-----	466,112 50
	<hr/>
	\$2,987,412 50

The capital stock paid in of the Camden and Amboy Railroad and Transportation Company was-----	\$1,500,000 00
Added by authority of the Legislature-----	3,500,000 00
	<hr/>
	\$5,000,000 00

Dividends have been paid during the year 1866 on the capital stock of the Joint Companies, as follows: Ten per cent. in stock and five per cent. in cash.

The funded debts of the Joint Companies are:

1st—An English debt, including three separate loans, now merged, to be extinguished by a sinking fund—extinction complete in 1880; interest at six per cent. Outstanding £380,550 sterling at \$4.84-----	\$1,841,862 00
2nd—A converted sterling loan due 1863; interest, five per cent. Outstanding-----	800 00
3d—Extra dividend loan, due 1864; interest, six per cent. Outstanding-----	2,535 00
4th—Loan of 1867; interest, six per cent. Outstanding-----	210,600 00

5th—Loan of 1870; interest, six per cent. Outstanding	338,040 00
6th—Loan of 1875; interest, six per cent. Outstanding	675,000 00
7th—Loan of 1883; interest, six per cent. Outstanding	1,700,000 00
8th—Loan of 1889; interest, six per cent. Outstanding	867,000 00
9th—A consolidated loan for \$5,000,000.00; interest, six per cent. Outstanding	4,437,300 00
Outstanding debt-----	<u>\$10,073,137 00</u>

The Camden and Amboy Railroad and Transportation Company is still under certain obligations to pay small annuities to persons who have been injured on the road.

The costs of the Delaware and Raritan Canal and appurtenances, is----- \$4,381,251 28

The cost of the Camden and Amboy Railroad and equipments, is----- \$10,099,000 97

The receipts of the Delaware and Raritan Canal Company for twelve months, ending December 31, 1866, 1,294,156 69
Expenses----- 360,513 83

Current net----- \$933,642 86

The receipts of the Camden and Amboy Railroad and Transportation Company, for the twelve months, ending December 31, 1866----- \$4,312,895 00
Expenses----- 3,801,732 45

Current, net----- \$511,162 55

State of New Jersey, ss: Before me a commissioner of deeds in and for the State of New Jersey, personally appeared Robert F. Stockton, President of the Delaware and Raritan Canal Company, and William H. Gatzmer, President of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, do declare that the foregoing report is true, according to the best of their knowledge.

R. F. STOCKTON,
W. H. GATZMER.

Sworn and subscribed before me, this 17th day of January, A. D., 1866.

W. W. SHIPPEN,
Commissioner of Deeds.

ACCIDENTS DURING THE YEAR.

January 16.—An unknown man attempted to cross the track at Edgewater, in front of the 3:30 A. M. line from Amboy, and was struck by the engine, injuring him slightly. Joseph O. Stratton, conductor; F. Peacock, engineer; both retained by the Company.

January 16.—Bernard Kane, in attempting to get on the 4:30 P. M. line from Philadelphia, while in motion, at Trenton, fell between the cars and platform, injuring him fatally. As the conductor, Samuel Moy, and engineer, Robert Provost, were not in fault, both were retained in the Company's service.

March 2.—Two men, Charles Lippert and Charles Kelsey, while walking on the track near New Brunswick, were struck by the 6.45 P. M. line from Philadelphia, instantly killing Charles Lippert, and injuring Charles Kelsey quite seriously about the head. The coroner's jury exonerated the Company from all blame or censure. Wm. W. Hawk, conductor, and George Taylor, engineer, not being in fault, both were retained in the Company's service.

April 18.—Auther Burdett attempted to get on the 4 P. M. way train while in motion, at Bordentown, and fell between the cars, the wheels passing over him, injuring him fatally. Patrick Forley, conductor, and Jacob Phifer, engineer, not being in fault, both were retained in the Company's service.

April 24.—A boy named Edward Schermerhorn, in attempting to run between the cars of the 2:30 P. M. freight line, while drilling at Burlington, fell, the cars passing over him, injuring him fatally. The coroner's jury exonerated the Company from censure. William H. Carr, conductor, and Edward Osmond, engineer, not being in fault, both were retained in the Company's service.

April 30.—Henry Yost, a passenger on the Bordentown and Philadelphia Market line, jumped from a car while the train was in motion, and lost one of his legs thereby; Samuel Fenton, conductor, and William Spader, engineer, not being in fault, both were retained in the Company's service.

May 5.—C. P. Chamberlain, a passenger on the 1:40 A. M., Washington and New York line, got off at Trenton station, and in attempting to get on after the train had passed the platform, fell and injured himself seriously, but not dangerous.

May 28.—An unknown man had his foot badly crushed in attempting to cross the track in front of an extra engine at Prison locks. No blame attached to the engineer, George W. Weston.

June 6.—A woman named Bridget Carney, while walking on the track at Cooper's creek bridge, was struck and instantly killed by the engine of the 2 P. M. line from New York. The coroner's jury exonerated the Company from censure, and as J. H. Hibbs, conductor, and James Hays, engineer, were not in fault, both were retained in the Company's service.

June 21.—A boy named Stults attempted to jump from a freight train while drilling at New Brunswick, slipped and fell between the cars and platform, injuring him seriously, but not dangerous. George Anthony, conductor, and William Perry, engineer, not being in fault, were retained in the Company's service.

June 21.—Martin Percils, a laborer in employ of the Company, fell between the cars of a dirt train at South Amboy, injuring him quite seriously. William Disbrow, engineer, not being in fault, was retained in the Company's service.

June 30.—Thomas Masterson, brakeman on Express freight train, while out of his place, was struck by a bridge, near Trenton, and injured quite seriously. D. T. Jefferies, conductor, and George Taylor, engineer, not being in fault, both were retained in the Company's service.

June 30.—William Weaver, car inspector, at Camden, was instantly killed by being accidentally caught between the cars while inspecting them.

July 8.—Amanda Wiley, in attempting to cross the track in front of an extra freight train from Camden at Cooper's Creek bridge, fell and was quite seriously injured by the locomotive. The conductor, John Meyers, and engineer, Jonathan Rulon, not being in fault, both were retained in the Company's service.

July 19.—An unknown man secreted himself on the 8:30 P. M. freight line from Camden, and when near Cambridge fell off and was killed instantly. The conductor, Joseph O. Stratton, and engineer, Charles Lynch, not being in fault, were both retained in the Company's service.

July 24.—A wagon, containing two men, was struck by the locomotive of the 4:00 P. M. train, at Moorestown Crossing, near Camden, (one) Mark Brown, was instantly killed, and the other, George Dixon, slightly injured. The Coroner's Jury exonerated the Company and employees from all blame. John J. Maxwell, conductor, and Alfred Herbert, engineer; both retained by the Company.

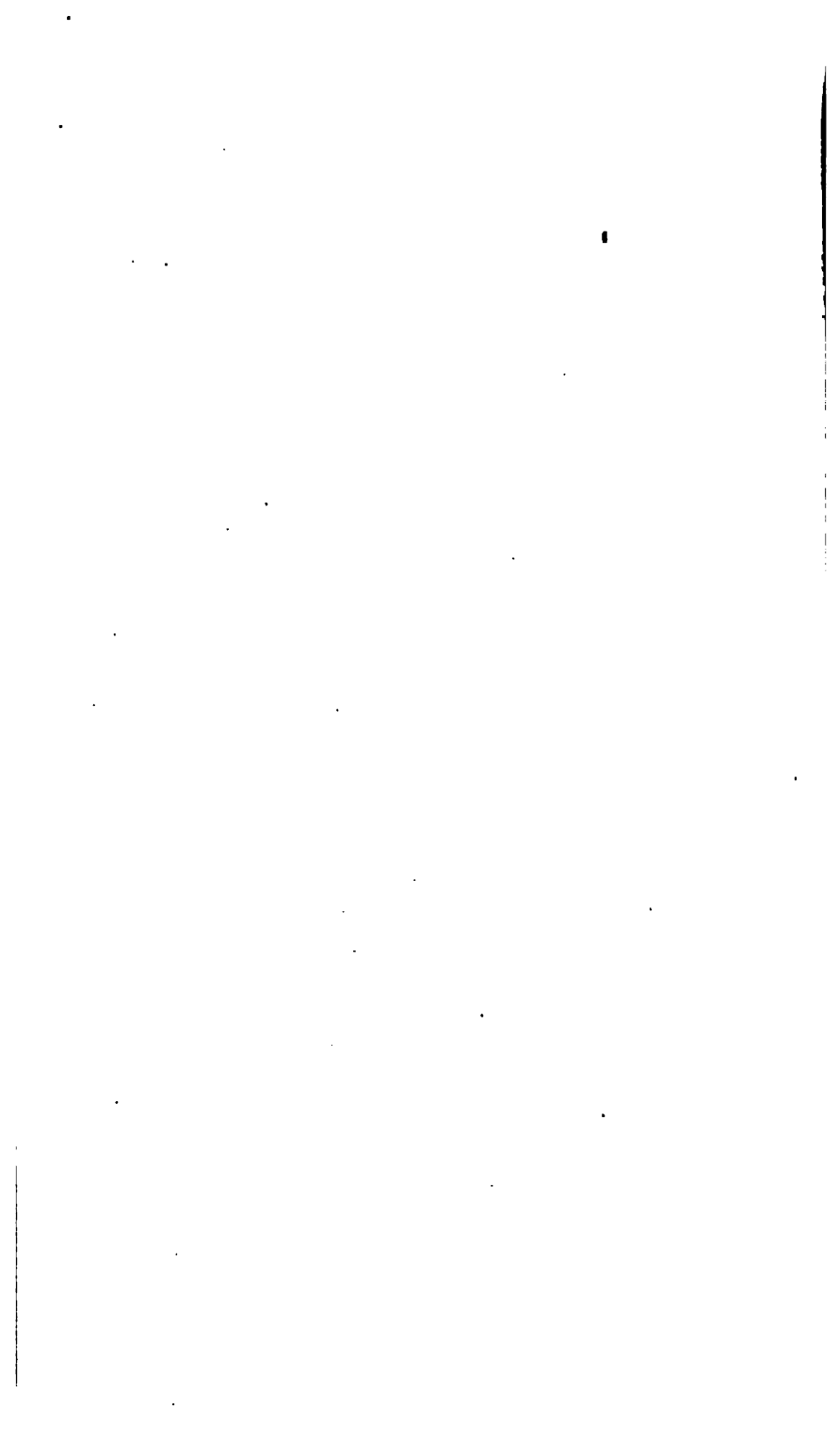
August 11.—Abraham Hubbs, in attempting to get on an excursion train while in motion, at Spottswood, fell and was instantly killed by the wheels passing over him. George L. Everett, conductor, and Thomas Brady, engineer, not being in fault, both were retained in the Company's service.

August 25.—A man named William Carty, lying on the track at Adam's platform, was struck by the engine of a freight line and seriously injured. William Taylor, conductor, and Ridgeway Gaunt, engineer, not being in fault, both were retained in the Company's service.

August 30.—The 12 M. line from New York, when near the Fish House, struck an unknown woman walking on the track, killing her instantly. As the conductor, Ralph Vankirk and engineer, Emanuel Perry, were not to blame, both were retained in the Company's service.

November 3.—A lad named James Moore, while riding on the tender of a gravel train, unknown to the train hands, was struck by a bridge near Trenton, and injured quite seriously. J. Scoby, conductor, and James Ryan, engineer, not being in fault, both were retained in the Company's service.

R. S. VAN RENSSELAER,
Superintendent.



FREEHOLD AND JAMESBURG AGRICULTURAL RAIL-ROAD.

To the Legislature of the State of New Jersey :

Cost of road and equipment-----	\$230,257 72
Capital stock paid in-----	230,844 80

RECEIPTS.

From passengers-----	18,845 89
“ freight-----	34,239 68
“ United States mail-----	897 36
“ other sources-----	133 34
	<hr/>
	\$54,116 27
Operating expenses-----	41,483 35
	<hr/>
Net earnings-----	\$12,632 92
Dividends paid-----	\$14,557 89

MILEAGE OF TRAINS.

Passenger trains-----	18,188
Freight “-----	9,986
Number of passengers carried-----	58,710
Tons of freight transported-----	39,009

ACCIDENTS.

Wednesday, September 5.—The locomotive attached to mail train, when about half a mile from Freehold, on the down trip, was thrown off the track, instantly killing S. Oherson Davison, of Jamesburg, who was riding on the rear of the tender without permission. George Hardy, engineer; George Ward, fireman; Michael Quinn, brakeman, and James Flynn, laborer, were slightly injured. David Emmons, conductor, and George Hardy, engineer, were retained in the employ of the Company.

Wednesday, October 31.—Michael Quinn, brakeman, connecting coal cars at Jamesburg, caught his right hand between the buffers of the cars; it was crushed so badly that it was necessary to amputate two of his fingers.

The Engineer reports \$96,468.77 expended on that part of the road between Jamesburg and Monmouth Junction, near Dean's Pond, on the Camden and Amboy branch railroad, and bills for the iron and other materials unpaid. Temporary loans have been made to meet payment on the above named work, amounting in the aggregate to \$92,000.

W. D. DAVIS.

State of New Jersey, Monmouth county, ss.: William D. Davis, President of the Freehold and Jamesburg Agricultural Railroad Company, being duly sworn on his oath, saith that he verily believes the statement in the foregoing report to be true.

W. D. DAVIS.

Sworn and subscribed, February 1, A. D. 1867, before me.

THOMAS B. WOOLLEY,
Commissioner of Deeds.

ROCKY HILL RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24th, 1852, and a supplement thereto, approved March 11th, 1853, the Rocky Hill Railroad and Transportation Company present the following report for the year ending December 31, 1866.

Amount of capital stock paid in-----	\$45,595 00
Cost of Railroad, depots, &c., to date-----	45,005 74
<hr/>	
Receipts, after deducting divisions with other roads----	\$13,472 45
Expenses operating road, &c.-----	9,139 12
<hr/>	

No debts.

No accidents have happened.

D. H. MOUNT,
President.

State of New Jersey, Mercer County, ss: Be it known that on this twenty-fourth day of January, A. D., 1867, before me, William C. Howell, a justice of the peace in and for said county, personally appeared David H. Mount, President of the Rocky Hill Railroad and Transportation Company, who being by me duly sworn according to law, doth depose and say, that the matters set forth in the within report are true according to the best of his knowledge and belief.

Sworn and subscribed the day and year first above written, before me,

WM. C. HOWELL,
Justice of the Peace.

CAMDEN AND BURLINGTON COUNTY RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting annual reports to the Legislature of Railroads and Canal Companies," approved February 24, A. D. 1852, the Camden and Burlington County Railroad Company present the following report of their affairs for the year ending December 31, A. D. 1866.

Capital stock actually paid in -----	\$300,278 64
Mortgage loan-----	60,000 00
Other loan-----	10,000 00
Cost of roads and equipments, including the road from Camden to Mount Holly, which is unfinished-----	344,243 82

RECEIPTS FOR 1866.

From passenger travel -----	\$39,789 49
" freight-----	24,476 54
" United States mail-----	640 00
" rents-----	238 00

DISBURSEMENTS FOR 1866.

For pay roll-----	\$10,587 04
" superstructure -----	12,155 81
" ferriages-----	1,698 76
" fuel-----	7,099 60
" printing and stationery-----	645 20
" cars and locomotives-----	7,288 05
" taxes-----	1,432 79
" interest-----	3,750 00
" oil-----	418 60
" expenses-----	3,448 39

The Vincentown Branch Railroad Company was operated by this Company up to the 1st of October, 1866, under lease, and the foregoing statement and report includes the operation of both roads to that date.

There has been transported on the road during the year 1866, exclusive of commuters and those who ride free, as follows, viz. :

Through passengers-----	18,684
Way passengers-----	108,960

Total-----	127,614
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The number of miles run during the year are as follows, viz.:

By passenger trains-----	31,300
By freight trains-----	16,256

ACCIDENTS.

The following accidents occurred on the road of this Company during the year 1866, viz.:

August 30.—As the 3 P. M. train from Burlington was approaching Cross Roads' station, and about stopping, a man by the name of David Brotherton, jumped from the train and fell back under the wheels, was run over and died from his injuries. The coroner's inquest exonerated the Company, conductor and engineer from all blame. Joseph A. Southwick, conductor, and George Crockford, engineer, are still in the service of the Company.

State of New Jersey, county of Burlington, ss: Charles Bispham, President of the Camden and Burlington County Railroad Company, being duly sworn according to law, on his oath saith, that the facts, matters and things set forth in the foregoing statement and report are true, to the best of his knowledge and belief.

CHARLES BISPHAM,

President.

Sworn and subscribed this 28th day of January, A. D. 1867, before me.

JOHN R. SLACK, M. C. C.

MILLVILLE AND GLASSBORO' RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24th, 1852, and a supplement thereto, approved March 11th, 1853, the Millville and Glassboro' Railroad Company presents the following report for the year 1866 :

Capital stock, as per general ledger-----	\$368,200 00
Cost of road and equipment-----	441,029 33
Received for rents, &c., during the year-----	59,262 99
Paid for permanent improvements, taxes, funded debt, interest, salaries, &c.-----	15,277 16
Paid two dividends of 3 per cent. each-----	22,092 00

This road being now under lease, this Company have no other knowledge required than the above statement.

State of New Jersey, Cumberland county, ss: Be it known that on this twenty-third day of January, 1867, William D. Kemble, Treasurer of the Millville and Glassboro' Railroad Company, being duly sworn according to law, saith that the above statement and report are in all things correct and true, according to the best of his knowledge and belief.

WILLIAM D. KEMBLE,
Treasurer.

Sworn and subscribed before me, a Commissioner of Deeds in said county, this 23d day of January, 1867.

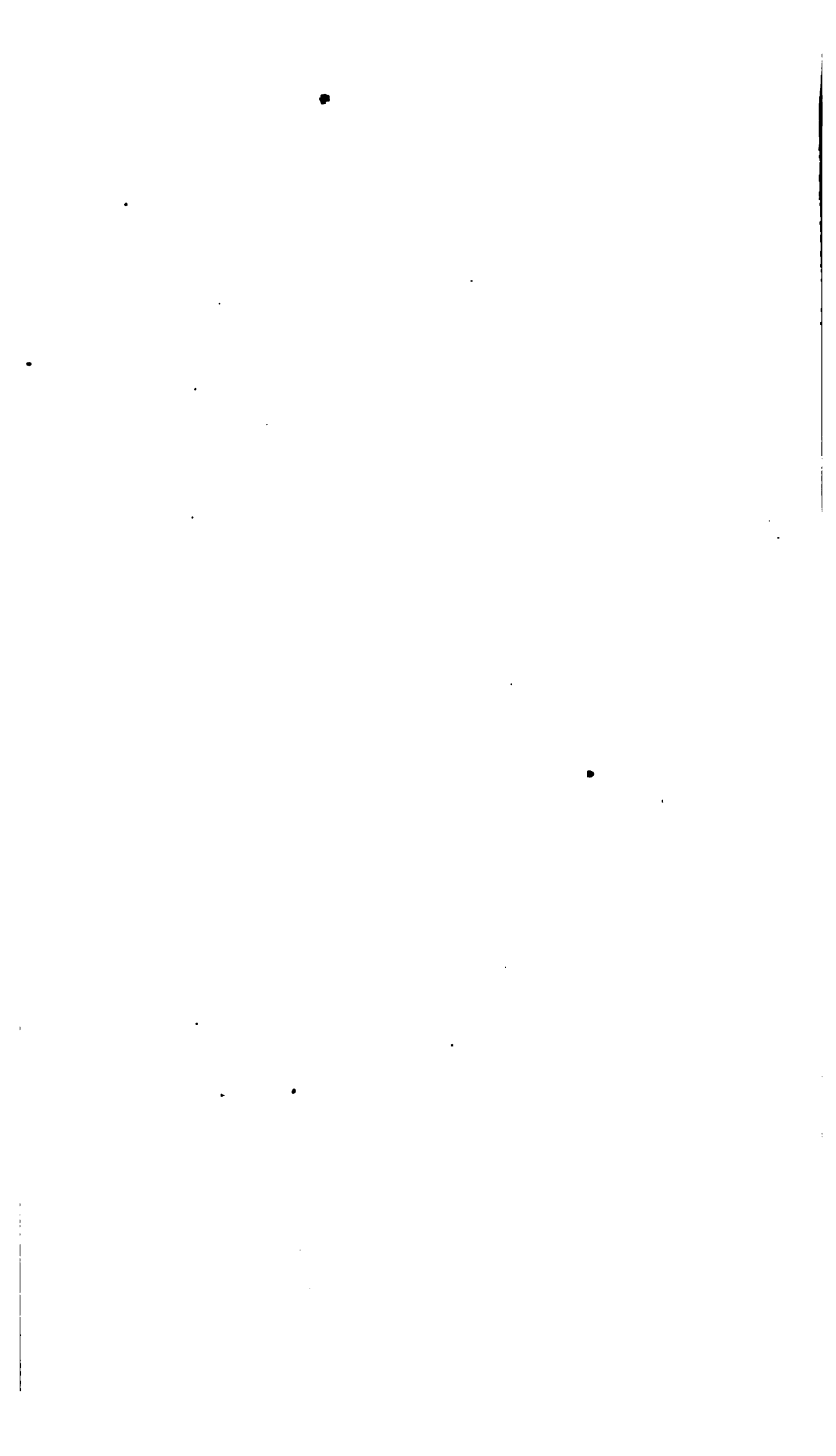
PETER G. LUDLAM.

On this twenty-sixth day of January, 1867, personally appeared before me, one of the Justices of the Peace of the county of Gloucester, Thomas H. Whitney, President of the Millstone and Glassboro' Railroad Company, who, being duly affirmed, says that the statement hereto annexed is true to the best of his knowledge and belief.

THOS. H. WHITNEY,
President.

Affirmed and subscribed before me, this 26th day of January, A. D. 1867.

CHARLES B. WOLF, J. P.



CAPE MAY AND MILLVILLE RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24th, 1852, the Cape May and Millville Railroad Company present the following report for the year ending December 31, 1866.

Capital stock-----	\$447,000 00
Bonded indebtedness-----	200,000 00
Other indebtedness-----	64,960 07
Cost of road and equipment-----	680,084 97
Current receipts-----	85,948 95
Current expenses-----	110,258 89
Interest paid-----	14,000 00

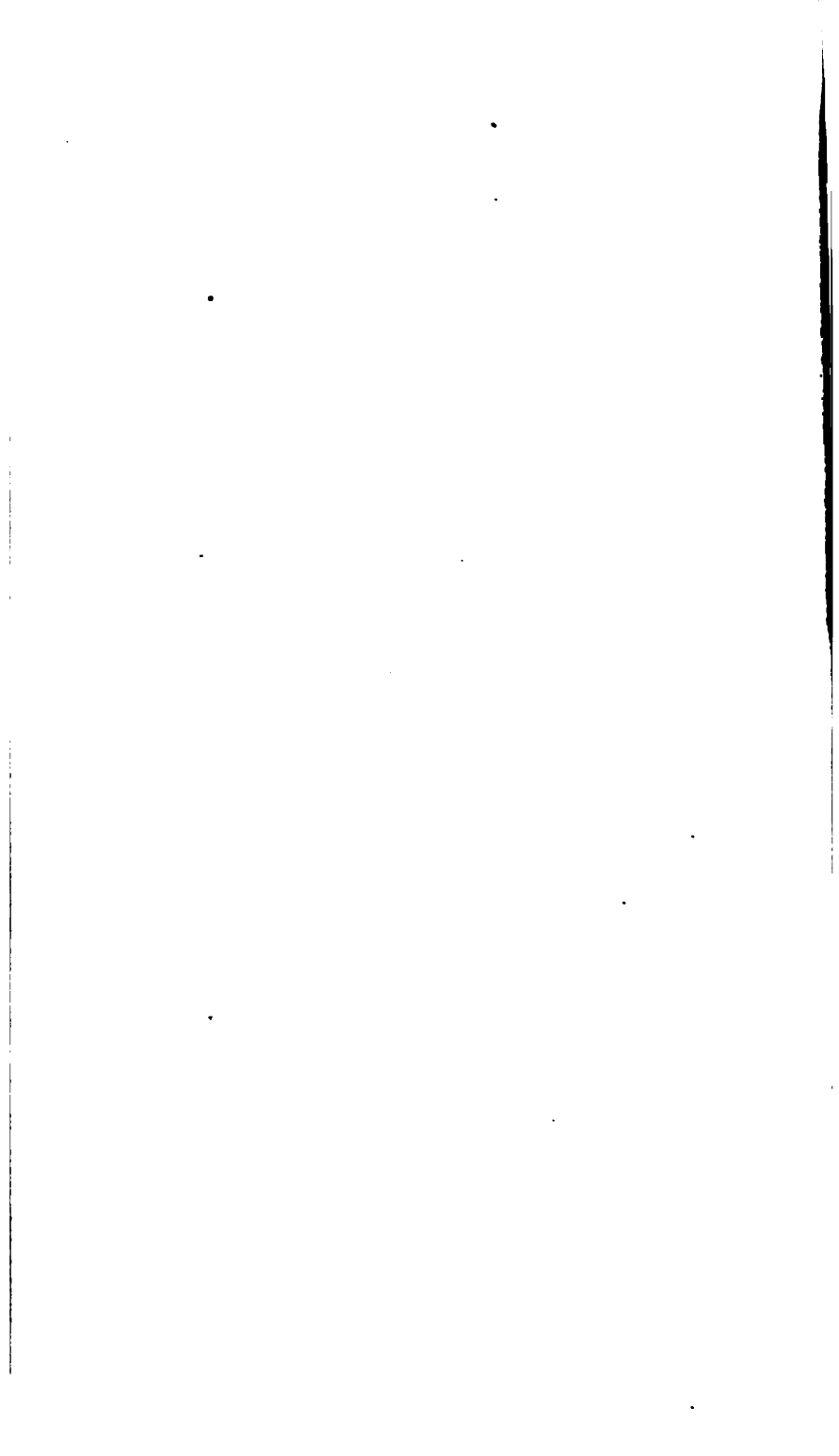
No accidents have occurred during the year.

State of New Jersey, ss: Before me a Master of the Court of Chancery of New Jersey, personally appeared John G. Stevens, President of the Cape May and Millville Railroad Company, who being duly sworn, doth declare that the foregoing report is true, according to the best of his knowledge and belief.

J. G. STEVENS.

Sworn and subscribed before me, this fifth day of February, A. D., 1267.

R. F. STOCKTON,
Master in Court of Chancery of New Jersey.



WEST JERSEY RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the West Jersey Railroad Company present the following report for the year ending December 31, 1866 :

Capital stock-----	\$731,050 00
Loan of 1883 funded -----	238,000 00
Loan of 1896 funded-----	772,500 00
	\$1,741,550 00
Cost of West Jersey Railroad-----	\$1,219,804 47
Investments in Auxiliary works-----	454,219 21
Current receipts—passenger, freight, mail, &c-----	263,420 19
Expenses—maintaining and operating road-----	178,591 86
Taxes-----	15,116 17
Interest-----	40,626 78
Salem Railroad for guaranteed dividend-----	2,000 00

Two dividends have been paid during the year 1866, as follows:
One of twenty-five per cent. in stock and cash, and one of four per cent. in cash.

State of New Jersey, County of Camden, ss.: Be it remembered that on this first day of February, in the year of our Lord eighteen hundred and sixty-seven, before the subscriber, one of the masters in chancery of the said State, personally appeared Thomas Jones Yorke, President of the West Jersey Railroad Company, and George J. Robbins, Treasurer of the said Company, who, being duly sworn according to law, did depose and say that the above statement is true to the best of their knowledge and belief.

T. JONES YORKE, *President.*
GEO. J. ROBBINS, *Treasurer.*

Sworn and subscribed before me this first day of February, A. D. 1867.

THOMAS P. CARPENTER,
Maser in Chancery.

OFFICE OF THE WEST JERSEY RAILROAD COMPANY, }
CAMDEN, January 1, 1867. }

The following accident is the only one occurring on this road during the past year:

July 27.—The 4 P. M. train down (Samuel Chester, engineer. Henry C. Mulliner, conductor), at the crossing of the turnpike first below Gloucester station, discovered a horse and wagon, in which was Charles McNulty, attempting to cross the track; made every effort to warn him of his danger, as also to stop the train, both of which was unsuccessful. The man was killed. The coroner's inquest exonerated the men in charge of the train from all censure, and they are still in the employ of the Company.

W. J. SEWELL,

SALEM RAILROAD.

To the Legislature of New Jersey :

Capital stock-----	\$180,550 00
Bonded debt-----	100,000 00
Cost of road and equipment-----	277,394 66
Receipts from passengers, freight, mail, &c., during the year-----	37,543 69
Current expenditures for working road-----	27,286 55

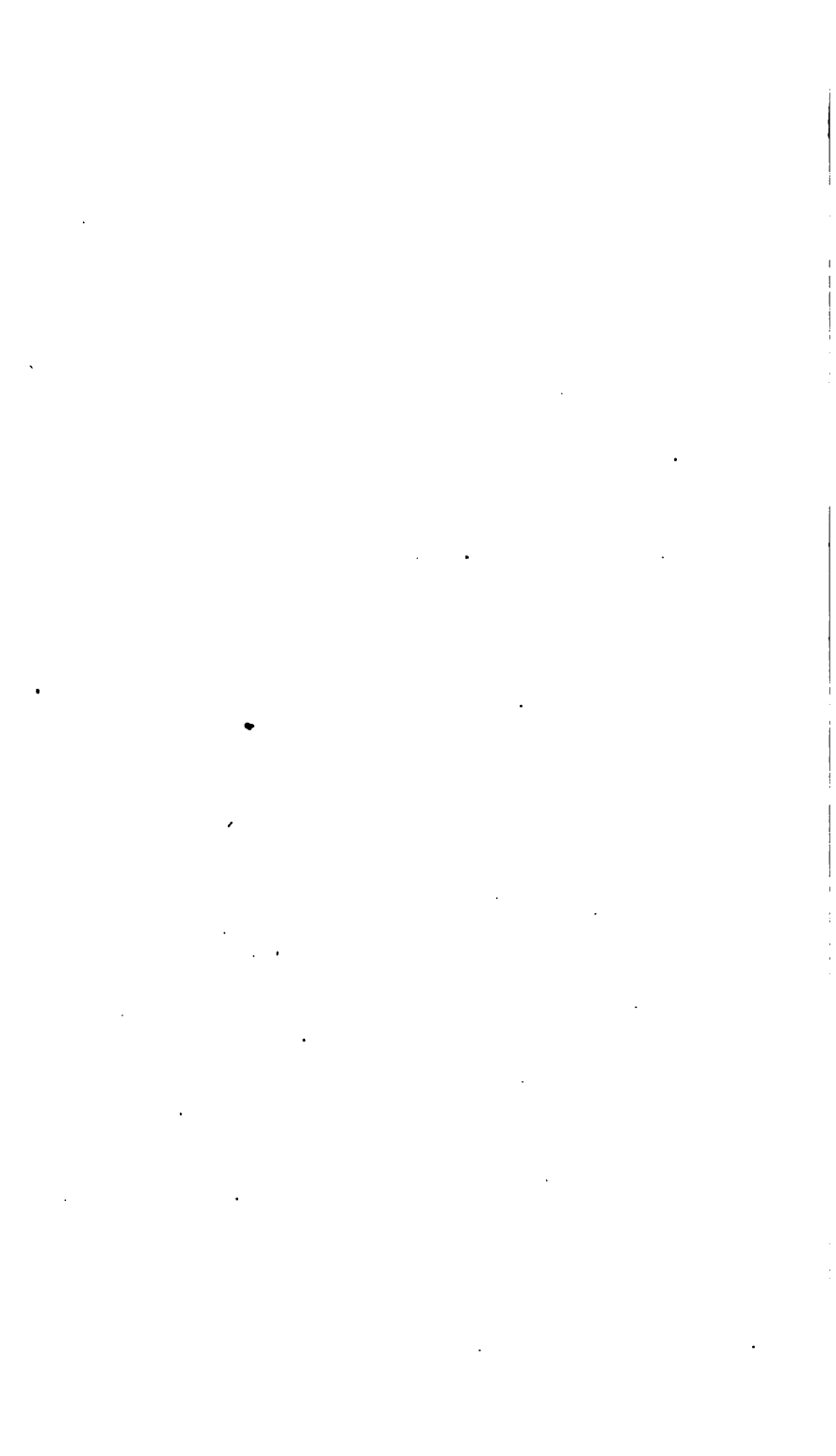
• Guaranteed dividends of three per cent. were paid in cash in June and December, 1866.

State of New Jersey, *ss*: William F. Reeve, President, and D. W. C. Clement, Treasurer, of the Salem Railroad, on their respective affirmation and oath say, the foregoing statement is true to the best of their knowledge and belief.

WILLIAM F. REEVE,
President.
D. W. C. CLEMENT,
Treasurer.

State of New Jersey, Salem county, *ss*: Personally appeared before me, a justice of the peace, William F. Reeve, who having been by me affirmed, and D. W. C. Clement, who having been by me sworn on their solemn affirmation and oath, say that the above statement is true. Taken before me this twenty-sixth day of January, A. D. 1867,

THOMAS V. N. RUSLING,
Justice of the Peace.



CAMDEN AND ATLANTIC RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to the act of Assembly passed February 24th, 1852, entitled "An act respecting annual reports to the Legislature of railroads and canal companies," the Camden and Atlantic Railroad present the following report :

<i>January 1, 1867.</i>	
Capital stock paid in-----	\$1,101,993 06
Funded debt-----	1,034,775 80
Floating debt-----	107,432 06
Cost of road and equipment-----	1,931,424 11
Interest paid during the year 1866-----	123,588 02

RECEIPTS OF ROAD FOR 1866.

From passengers-----	\$212,005 76
From freight-----	88,369 44
From other sources-----	3,600 00
	\$303,975 22
Expenses of the road for the year 1866, for working said road, including repairs, maintenance of way, motive power and contingencies-----	174,105 70

Accidents which have occurred during the year 1866, and the cause of the same, with the names of the persons injured, and the extent of their injuries; also, the names of the engineers and conductors under whose management such accident occurred, and whether such engineers and conductors are still retained in the employ of the Company :

July 26th, 1866.—Bernard McDermott, while attempting to jump upon the train at Market street crossing, while it was in motion, fell under the cars, the train passing over one leg. He was removed to the Camden Infirmary, where his leg was amputated, but died from the effects soon after. A coroner's inquest was held, and a verdict rendered exonerating the Company from all blame. Peter Stenman, conductor; Charles Clendening, engineer. Both retained.

July 30th, 1866.—Frank Sargeant, a brakeman in the service of the company, and acting as such at the time of the accident, fell from

the train while in motion, and was instantly killed. The coroner viewed the body, and certified a statement as above, and that there was evidently no blame to be attached to any one on the train nor to the company. Orson Beecher, conductor; John Hutchinson, engineer. Both retained.

New Jersey, Camden county, ss: Robert Frazer, President of the Camden and Atlantic Railroad Company, maketh oath and saith, that the foregoing statement and report is true to the best of his knowledge and belief.

ROBERT FRAZER.

Sworn and subscribed before me at Camden, this 31st day of January, A. D. 1867.

THOMAS P. CARPENTER,
Master in Chancery.

LONG BRANCH AND SEA SHORE RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to the act of Assembly entitled " An Act respecting annual reports to the Legislature of Railroad and Canal Companies," the Long Branch and Sea Shore Railroad Company present the following report :

Capital stock paid in-----	\$95,194 05
Floating debt-----	79,988 84
Principal and interest of debt paid during the year 1866-	4,965 64
<hr/>	
Cost of road equipment-----	\$180,148 53

RECEIPTS.

From passengers-----	\$43,220 42
From freight-----	9,910 66
<hr/>	
	\$53,131 08

EXPENSES.

For working the road, including repairs, maintenance of way and contingencies -----	\$43,267 25
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There have been no accidents, involving loss of life or personal damage, during the year.

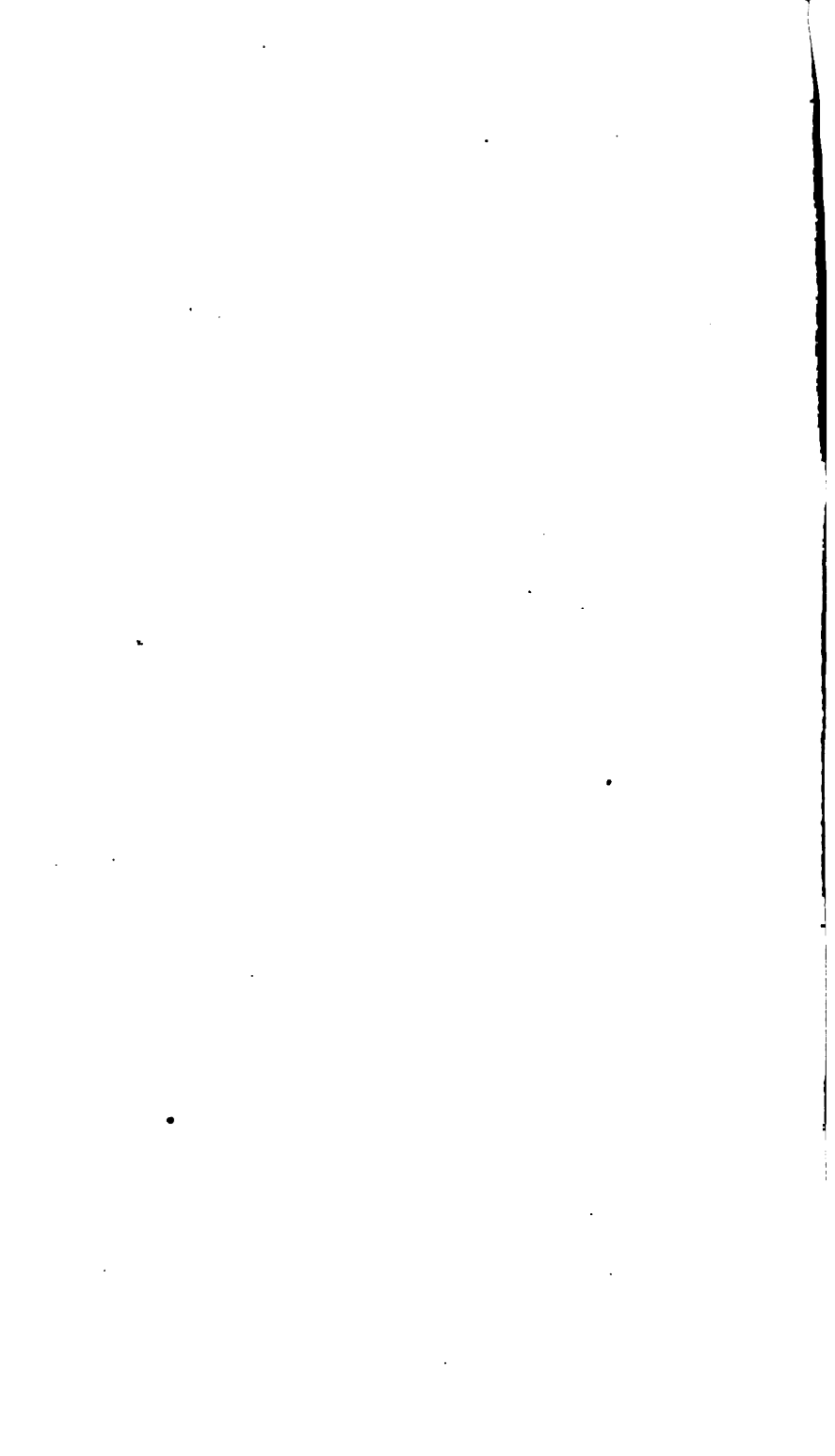
HENRY HOWLAND, *President.*

State of New Jersey, Monmouth county, ss. : Henry Howland, President of the Long Branch and Sea Shore Railroad Company, being by me duly sworn, on his oath saith that the facts, matters and things in the foregoing report are true, to the best of his knowledge and belief.

HENRY HOWLAND, *President.*

Sworn and subscribed before me, this 2d day of February, A. D. 1867.

FRANCIS CORLIES,
Master in Chancery of New Jersey.



PERTH AMBOY AND WOODBRIDGE RAILROAD.

To the Legislature of the State of New Jersey :

Length of the Railroad seven miles,	
Capital stock paid in-----	\$57,200 00
Funded debt-----	100,000 00
Floating debt-----	57,381 57
	<hr/>
	\$214,581 57
Cost of Railroad to date-----	\$214,581 57

PASSENGERS FOR 1866.

Whole line between Rahway and Perth Amboy-----	41,265½
do. do. and Woodbridge-----	46,538½
All intermediate places-----	6,496
	<hr/>
Total-----	94,300
	<hr/>
Number of tons of goods and wares-----	4,690

RECEIPTS.

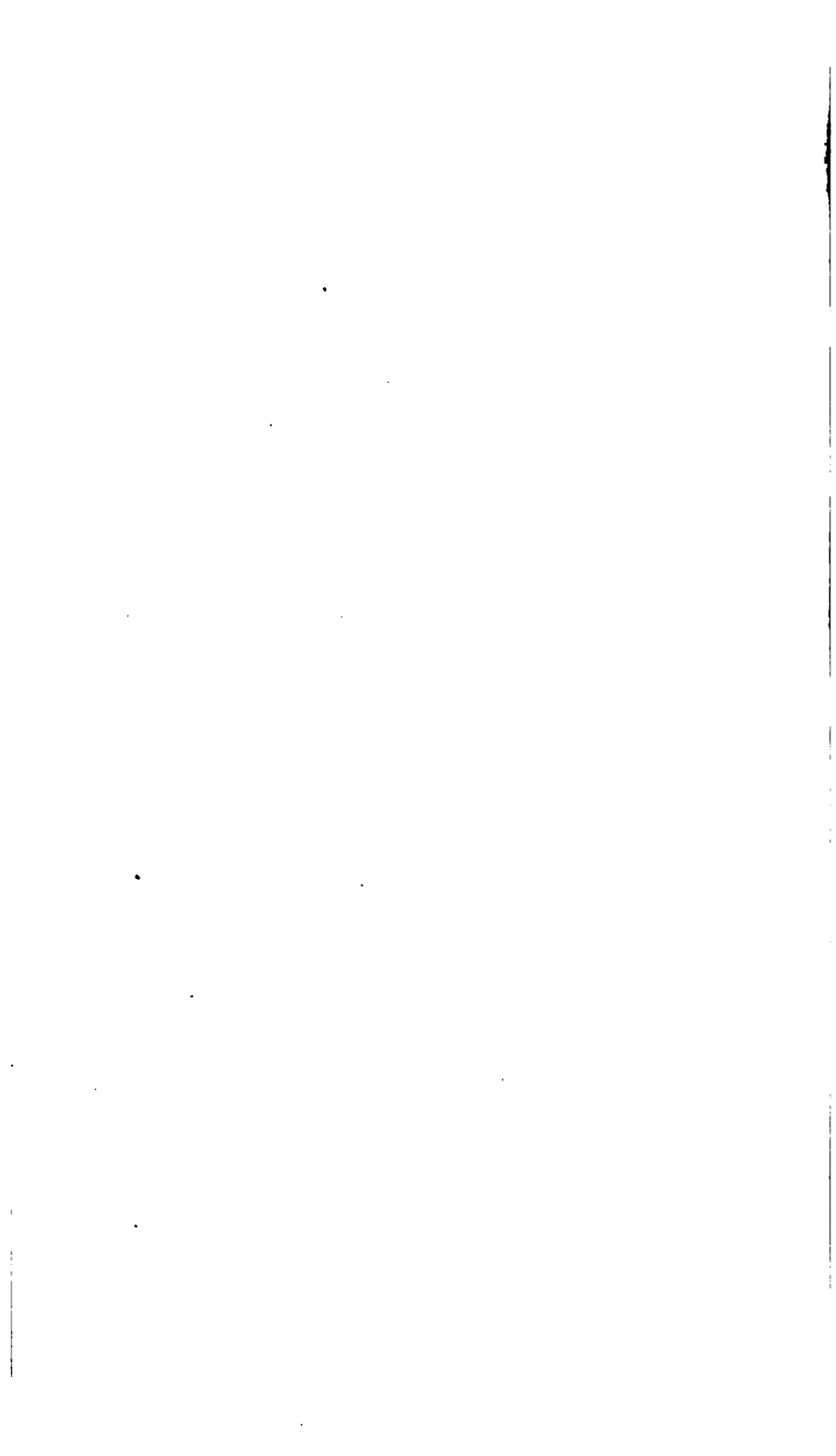
Passengers-----	\$12,435 57
Freight-----	2,395 15
	<hr/>
	\$14,830 72
Expenses-----	12,464 22
	<hr/>
Balance-----	2,366 50

MARTIN A. HOWELL,
President.

State of New Jersey, Middlesex County, ss: Before me the subscriber a justice of the peace in and for said county, personally appeared, Martin A. Howell, President of the Perth Amboy and Woodbridge Railroad Company, who being duly sworn, on his oath saith that the above is a true report of the affairs of the said Company.

MARTIN A. HOWELL.

Sworn and subscribed this 25th day of January, 1867, before me,
PETER P. RUNYON,
Justice of the Peace.



RARITAN AND DELAWARE BAY RAILROAD.

To the Legislature of the State of New Jersey:

In obedience to an act entitled an act respecting annual reports to the Legislature, of railroads and other companies, passed February 2, 1852, the Raritan and Delaware Bay Railroad Company present the following report of their affairs to the 1st day of January, 1867:

Capital stock-----	\$2,530,700 00
First mortgage bonds-----	1,000,000 00
Second-----	250,000 00
Equipment-----	208,000 00
Toms River (Branch) Railroad Bonds-----	74,800 00
Other debts and obligations-----	920,447 25

\$4,983,947 25

Cost of railroad and equipment-----	4,098,592 45
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Number of passengers carried from January 1, 1866, to January 1, 1867-----	180,794
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Tons of freight transported during the same period-----	67,418.8-10
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Receipts (for the year) from passengers-----	\$141,161 46
“ “ “ freight-----	188,335 22
“ “ “ other sources-----	6,154 79

\$335,651 47

Expenditures (for the year), maintenance of way and structures-----	30,875 17
Repairs of machinery-----	44,267 52
Operating and general expenses-----	229,882 07
Office and incidental expenses-----	51,776 77

\$356,801 53

June 30, 1866.—On the afternoon of this day, George Duerling, a laborer employed at Camden station was caught between a tender and a bar and badly hurt. William Johnson Drill, engineer, still in the employ of the Company.

September 1.—On the morning of this day an unknown German was found dead near the track between Atsion and Jackson. He had stopped at Atsion station the evening previous, and asked some questions about the trains, but being unable to speak English the agent could not make him understand, and he started on foot towards Jackson. Supposed to have been struck by train No. 3, of August 31st. J. L. Quigley, conductor, still in the employ of the Company, and John Conover, engineer, discharged: He was buried at Long-a-Coming by the Coroner.

September 24.—Theo. Wooley, employed at Long Branch station, slipped while coupling cars, and had his foot mashed off. J. H. Wells, conductor, still in the employ of the Company, and Charles Peters, engineer, since discharged.

In October last, John Woodside, brakeman, on train No. 1, fell from platform of a car while cutting loose the engine when going into Camden, and was run over by the whole train; died about three weeks after in hospital.

State of New Jersey, ss: James Nelson Potter, President of the Raritan and Delaware Bay Railroad Company, being duly sworn, on his oath saith, that the foregoing statement is just and true to the best of his knowledge and belief.

JAMES NEILSON POTTER,

President.

Sworn and subscribed before me, this 4th day of February, 1867.

RICHARD K. BROWN,

Master in Chancery.

NEW JERSEY RAILROAD COMPANY.

To the Legislature of New Jersey :

In obedience to an act passed February 24, 1852, entitled "An Act respecting annual reports to the Legislature of Railroads and other Companies", the New Jersey Railroad and Transportation Company present the following report:

January 1, 1867.

Capital stock -----	\$5,000,000 00
Funded debt -----	855,000 00
Profit and loss, being surplus earnings, represented by permanent improve- ments, and the property and cash stated below -----	407,451 30
Dividends 1st January, payable 1st Feb- ruary, 1867 -----	249,997 50
	<hr style="width: 50%; margin-left: 0;"/> \$6,512,448 80

COST OF RAILROAD AND EQUIPMENTS.

To graduation and masonry, bridges, su- perstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engineering, land and land damages -----	\$3,890,328 60
Locomotives, tenders and snow plows ---	462,250 90
Cars—Passenger, freight and baggage --	365,314 00

PROPERTY, VIZ. :

Bridges, ferry, turnpike and other stocks, real estate, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey As- sociates for \$485,000) -----	1,580,141 10
Cash in bank, cash items, and balance due -----	224,415 10
	<hr style="width: 50%; margin-left: 0;"/> \$6,512,448 8

RECEIPTS.

From passengers-----	\$1,275,588 06
“ freight-----	269,768 74
“ United States mail, rents, expenses, freight and other sources-----	225,505 60
	<hr/> \$1,770,862 40

EXPENSES.

Maintaining railroad, bridges and build- ings-----	\$237,207 02
Repairs of locomotives, cars and machin- ery-----	153,897 10
Fuel, cost and labor in preparing-----	165,517 78
Operating the road and transporting pas- sengers and freight-----	408,602 95
Office expenses, salaries and contingen- cies-----	16,622 61
	<hr/> \$981,847 46
	<hr/> \$789,014 94

Interest on bonds-----	55,629 27
Transit duty on passengers and freight-----	43,619 53
State tax on capital stock-----	25,000 00
Government tax-----	68,716 87
Sinking Fund-----	20,000 00
Dividends in cash, August and February,-----	499,995 00
Profit and loss to surplus earnings-----	76,063 27
	<hr/> \$789,014 94

OPERATIONS OF THE COMPANY DURING THE YEAR 1866.

The number of passengers and tons of goods, wares and merchandise, transported over the New Jersey Railroad during 1866.

PASSENGERS.

Passing over the whole line of the Road-----	664,510½
“ between Jersey City and Newark-----	1,685,402
“ “ “ “ Elizabeth-----	170,909½
“ “ “ “ Rahway-----	156,100½
“ “ “ “ Uniontown and Metuchin--	16,788½
“ “ “ “ New Brunswick-----	136,077½
“ “ all intermediate places-----	738,402½

Total, three millions, five hundred sixty-eight thousand,
one hundred and ninety-one----- 3,568,191
(Not including commuters and free passengers).

GOODS, WARES AND MERCHANDISE.

Passing over the whole line of the road, (tons)-----	20,099
“ between Jersey City and Newark, “ -----	41,812½
“ “ “ “ Elizabeth, “ -----	12,974
“ “ “ “ Rahway, “ -----	11,796
“ “ “ “ N. Brunswick, “ -----	28,517
“ “ “ all intermediate places, “ -----	141,335½

Total, two hundred fifty-six thousand, five hundred and thirty-four tons----- 256,534

Number of miles run by passenger, freight and other trains, 638,632

A. L. DENNIS,
President.

H. J. SOUTHMAYD,
Treasurer.

FRED W. RANKIN,
Secrecary.

F. WOLCOTT JACKSON,
General Superintendent.

OFFICE N. J. R. R. Co., Jan. 27, 1867.

Personally appeared before me, a justice of the peace in and for the county of Essex, A. L. Dennis, who being by me duly sworn, on his oath doth say that the foregoing is a true statement of the business of the New Jersey Railroad and Transportation Company for the year 1866.

D. W. BALDWIN,
Justice of the Peace.

Accidents that have occurred during the year eighteen hundred and sixty-six, on the New Jersey Railroad, and the cause of the same, with the names of the persons injured and the extent of their injuries:

Jan. 3, 1866.—A man walking on the track near Waverly, was struck by the beam of the engine. The freight train from Elizabeth was approaching; he stepped between the two tracks, and was struck and slightly injured. The ten o'clock train was stopped: he was picked up and taken to Elizabeth. J. Field, conductor.

Feb. 5.—A man named Conroy was killed at East Newark. Brakeman told conductor he thought the train had run over something like a broken rail; the train was stopped and brakeman left to ascertain what it was, and on the return trip conductor Field stopped the train and found as above. James Field, conductor.

Feb. 15.—As the 10:10 train from Newark was going around the curve at the canal bridge, Newark, a man either fell on the track or

was struck by the engine while endeavoring to avoid the train. Slight wound on the head. William Coulter, conductor.

Feb. 23.—As the Washington train was approaching East Newark in a dense fog, the wood train, in attempting to cross the track ahead of the Washington train, was run into, and injured a brakeman named Odell in both legs; one of them was amputated. Joseph O. Derell and Patrick Doren, on the wood train, slightly injured. William Campbell, conductor; J. Campbell, engineer.

April 2.—A man named Miller, from New York, while walking on the track (Amboy and Woodbridge) near the junction, was struck by the pilot and had his toes mashed. The engineer blew his whistle, but he did not notice it until too late; he was taken to Rahway and cared for. James Morrison, conductor; B. Rossell, engineer.

April 5.—As the engine No. 29 was backing from the engine house. Jersey City, to the depot, a boy named Peter Keeney, in attempting to get on the draw bar in the rear of the engine, unbeknown to the engineer, fell from it and was instantly killed. B. Rossell, engineer.

April 21.—A brakeman named Hendrickson, of the 12:10 freight train from New York, fell from the top of a car near Centre street, and died shortly after. George Woolsey, engineer.

May 4.—A Mr. Henry White, attempting to cross the track at West End, near Bergen Cut, his wagon was struck by the A. M. Philadelphia train. Mr. White was thrown out, injuring his head. He was admonished by the flagman that the train was approaching. Allen Grinstead, conductor; Charles Hutten, engineer.

March 13.—As the 1:45 P. M. train from Elizabeth was approaching Waverly, in consequence of the switch being misplaced the engine ran in on the coal track at that station; the brakeman, named George Ash, had two of his toes cut off between the bumpers. James Morrison, conductor; P. Moffatt, engineer.

June 5.—A man named John Riley jumped from the 9:30 train when approaching Centre street, while the train was in motion; the wheels ran over one leg. He was sent to his residence. James E. Field, conductor.

June 11.—As the 2:10 P. M. freight train from Chestnut street, Newark, was proceeding toward Market street, a little boy, named John Wolfyer, about eight years old, was killed while attempting to get on the cars while in motion, unbeknown to the conductor, N. Harrington.

June 19.—As the 6:20 P. M. (Adams Express) train was passing out of Bergen Cut, James Houghton, the fireman, fell from the engine while oiling and was killed. Bergen, conductor.

July 4.—A man jumped from the 3:30 P. M. train from New York, near Hamilton street, Newark, while the train was in motion; slightly injured in the head and one foot; he said he was from Chatham. Robert DeGraw, conductor.

July 11.—A man named William Dugan was struck by the 11:15 train out at Prospect street, Jersey City; he lived but a few minutes after. Thomas E. Cox, conductor; E. Page, engineer.

July 13.—A man named McDermott, of Elizabeth, in attempting to cross the track at South Broad street, Newark, was struck by the engine; horse killed; McDermott slightly injured.

July 26.—A man was killed by the 5:45 train from Rahway, south of the Market street depot, Newark, while walking on the track. Robert DeGraw, conductor.

August 21.—A man named Littleheiser, was struck by the engine of the 6 A. M. train from New York, while walking on the track near Linden. The train was stopped, the man picked up and taken to Rahway; one arm broken. J. S. Bragg, conductor.

August 27.—N. B. D. Hart, conductor of construction train, was killed near New Brunswick by train running off the track, caused by a cow coming suddenly from the bushes; one or two other employees were slightly injured.

August 31.—Miss Van Doren, in attempting to cross the track at Elizabeth, in front of the Philadelphia train as it was entering the depot, was struck by the frame of the engine, receiving a slight bruise on the forehead. William Coulter, conductor.

September 7.—A child of Mr. C. C. Coates (an employee) was killed at the Market-street Station. The child was seven years of age. It was not ascertained whether he fell from the train, as he was not seen until the train was stopped. Thomas Gallagher, conductor.

September 12.—As the 8:20 A. M. train from Elizabeth, was leaving the Centre-street Station, Newark, a man named A. H. Van Guisen, in attempting to get on the train while in motion, fell under the train, and had both legs cut off; he died soon after. A. Grinstead, conductor.

September 17.—A man named John Flannagan, living near the junction of the Perth Amboy and Woodbridge Railroad, was killed by the 6:15 P. M. train. The engineer saw him walking on the track in front of the engine, blew on the brakes, but he paid no attention. J. Musher, conductor; N. Townsend, engineer.

October 1.—An unknown man while walking on the track in "Bud's Cut," was struck and killed by the 5 P. M. train from New York. Thomas C. Cox, conductor; P. Moffatt, engineer.

October 6.—A man named David Lane got on the freight train while in motion at Market street, caught his foot between the bumpers and injured one of his feet. Thomas Gallagher, conductor.

Oct. 9.—Two men, named J. Messler and J. Herrman, attempted to cross the track ahead of the 4:30 P. M. Philadelphia train in a wagon, were struck by the engine; both horses killed and both men injured. Herrman has since died. They were admonished not to cross. William Campbell, conductor; Ralph Page, engineer.

Oct. 16.—A little girl while picking up coal between Green and Elm streets, Newark, named Levi, about ten years of age, was killed while the cars were coupling.

Oct. 16.—As the 7 P. M. Washington train was leaving the depot, Jersey City, a gentleman named Theodore Dwight, with a lady, in

attempting to leave the train while in motion, fell between the cars and station platform, and was injured so severely that he died the next day; the lady was not seriously injured. Conductor, Rostine Parker.

Nov. 9.—A boy named George Baner, of No. 21 Johnson street, Newark, in attempting to get off the 4:10 P. M. train while in motion, near Chestnut street, had one arm crushed. J. B. Vannes, conductor; William Gordon, engineer.

Dec. 13.—As the 7:10 P. M. train was entering the Market street depot, two men jumped from the train; one of them, named Patrick Clark, had the calf of his leg cut by the wheel. Robert Degraw, conductor.

Dec. 11.—As the 1 P. M. train from Newark was approaching the Hackensack bridge, the conductor advised two men who were standing on the platform to go inside of the train, but they refused; in a few minutes they both fell off, one of them, named William Carrigan, falling through the bridge, and the other, a Mr. S. L. Reed, from Newark, was killed.

Dec. 25.—A man named Theodore Woodruff, of Newton, fell from the 5:45 P. M. train, near the Fish House, and was killed. Robert DeGraw, conductor.

I certify the foregoing to be a true transcript from the records of the accidents sustained by the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,
Assistant Superintendent

JERSEY CITY, January 28, 1867.

MILLSTONE AND NEW BRUNSWICK RAILROAD CO.

To the Legislature of the State of New Jersey :

Length of road, 6 63-100 miles.	
Capital stock paid in-----	\$102,365 00
Floating debt-----	8,749 00
	<hr/> \$111,114 00

COST OF RAILROAD TO DATE.

For graduation, masonry, superstructure, iron, passenger and freight stations, land, damages and engineering-----	\$111,114 00
---	--------------

PASSENGERS.

Over the whole line of road between New-Brunswick and East Millstone-----		22,472.72
Between New Brunswick and Middlebush-----		7,287.72
Between New Brunswick and Voorhees-----		3,225.00
Intermediate places-----		1,438.73
		<hr/>
Total passengers -----		34,423.72
Number of tons of goods, wares, &c.-----		12,026

RECEIPTS.

Passengers-----	\$7,794 47
Freight-----	6,013 00
	<hr/>
Expenses-----	\$13,807 47
	8,987 70
	<hr/>
Balance-----	\$4,819 77

State of New Jersey, ss : Isaac R. Cornell, being duly sworn, on his oath saith that he is the President of the Millstone and New Brunswick Railroad Company, and that the foregoing statements are true, to the best of his knowledge and belief.

ISAAC R. CORNELL.

Sworn and subscribed before me, this 28th day of January, A. D., 1867.

JOHN P. JACKSON, JR.

Master in Chancery.

MORRIS AND ESSEX RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock-----	\$3,500,000 00
Funded debt-----	5,516,950 00
Floating debt-----	124,822 15
Certificates of indebtedness to stockholders for dividends payable in stock or otherwise-----	120,405 25
Expense account-----	50,000 00
Profit and loss-----	313,252 24
	<hr/>
	\$9,625,429 64

COST OF ROAD:

Railroad-----	\$6,566,297 81
Station houses, buildings, &c-----	180,528 08
Improvements at Hoboken-----	227,105 21
	<hr/>
	\$6,973,931 10
Engines-----	\$1,153,328 71
Cars-----	1,027,782 23
	<hr/>
	2,181,110 94
Other property, fuel, materials on hand, &c-----	208,699 21
Cash and bills and accounts receivable-----	261,688 39
	<hr/>
	\$9,625,429 64

RECEIPTS.

Receipts from passengers, freight, marls, rents and sundries-----	\$1,020,077 84
---	----------------

OPERATING EXPENSES.

Paid for repairs, maintenance of way, motive power and contingencies-----	\$715,208 12
---	--------------

DIVIDENDS.

Two semi-annual dividends were paid during the year, one in cash and one in cash and certificates of indebtedness, payable in stock or otherwise, amounting to \$245,000.

NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year one million sixty-six thousand one hundred and seventy-nine (1,066,179) exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS.

Passenger trains-----	251,561
Freight "-----	142,618
Construction and gravel trains-----	31,513
Wood trains-----	2,212

ACCIDENTS IN 1866.

January 11.—A brakeman named John Kent, was found dead lying on top of a freight car at Waterloo. It was presumed that he had been standing upon the car when the train passed under Stanhope bridge and was struck by it. No inquest was deemed necessary by the County Physician. Conductor, W. D. Gould; engineer, John Vanness; both retained in service of Company.

May 19.—A German, whose name could not be ascertained, attempted to jump from a train of cars while in motion, at Summit, and being caught between the cars and platform of the station was so seriously injured that he died soon after. No inquest was deemed necessary by the County Physician. Conductor, J. M. DeHart; engineer, W. H. Doty; both still in the employ of the Company.

June 9.—A woman named Ann Coleman, while walking on the track between Denville and Rockaway, was struck by a freight train and instantly killed. The usual signals were given, but as the woman was proved to be deaf, she took no notice of them. The Coroner was called and decided that no inquest was necessary. Conductor, A. J. Hulmes; engineer, Charles Pierson; both still in the employ of the Company.

June 12.—A man named John Sanermilk, 70 years of age, in stepping from one track to avoid an approaching train, was struck by a train going in an opposite direction, near Hoboken, and injured so that he died shortly after. An inquest was held and the jury decided that the affair was accidental and no blame was attached to the employees of the Company. Conductor, C. F. R. Moore; engineer, W. B. Day; both retained in service of the company.

September 3d.—A man named John Murphy was found dead, ly-

ing by the side of the track near Madison, and the Coroner's jury decided that he had been struck by some train passing in the night, but exonerated the Company and its employees from blame.

September 18.—A laborer named Dennis Higgins, fell between the cars of a gravel train while in motion, and was killed by the cars running over him. An inquest was held, and the jury decided that the affair was accidental, and no blame could be attached to any one connected with the train. Conductor, George Craig; engineer, John English. both in the employ of the Company.

October 1.—A child aged seven years, named Ida Ward, while attempting to cross a street in front of a gravel train, near Newark depot, was struck by the train and so severely injured that she died in two days. No inquest was held. Conductor, Albert Allen; engineer, George Force; both retained in the employ of the Company.

October 1.—An intoxicated man named William Murphy, who was lying upon the track near Milburn station, was run over by a passenger train and injured so that he died soon after. An inquest was held, and the jury gave as their verdict that no blame could be attached to the Railroad Company or any person employed on the train. Conductor, J. S. Woodruff; engineer, B. Day; both still retained in service of the Company.

October 12.—An aged man named William Holt, was walking on the track near Orange station, and was struck by a passing train, killing him instantly. An inquest was held, and the jury gave as their verdict, that his death was not caused by any fault or negligence on the part of the engineer of the train, or any other of the employees of the Company. Conductor, W. D. Dalrymple; engineer, W. H. Doty; both retained in the employ of the Company.

October 19.—A brakeman, named A. D. Hunt, was knocked from the top of a freight train while passing under a bridge, and instantly killed. The county physician decided that no inquest was necessary, and that no blame could be attached to the train employees. Conductor, Henry Hance; engineer C. Garrison; the latter is still in the employ of the Company.

November 9.—E. A. Wilson, a brakeman, while coupling freight cars at Denville, on September 5th, was caught between them, and had his leg badly fractured; he was brought to Hoboken hospital, where he died this date. Albert Allen, conductor; T. Keenan, engineer; both still in the employ of the Company.

November 28.—A man named Patrick Malone, while walking on the track near Orange Valley station, was struck by a freight train and instantly killed. The coroner's jury decided that his death was caused by accident, and no blame was attached to the Company or its employees. A. J. Hulmes, conductor; C. Jones, engineer; both retained in the service of the Company.

December 15.—Charles Richardson, a resident of Orange, while walking on the track, in stepping from one track to avoid an approaching train, was struck by one going in an opposite direction,

and injured so that he died shortly after. An inquest was held, and the jury decided that his death was accidental, and no one to blame. M. A. Sayre, conductor; T. Keenan, engineer; both still in the employ of the Company.

Total, 13 (thirteen).

BEACH VANDERPOOL,
Vice President.

State of New Jersey, Essex county, ss.: Before me, Joseph P. Bradley, a master in chancery of the State of New Jersey, personally appeared Beach Vanderpool, Vice President, and acting President of the Morris and Essex Railroad Company, who, being by me duly sworn, did depose and say that the foregoing is a true and correct report, to the best of his knowledge and belief.

BEACH VANDERPOOL

Sworn and subscribed this second day of February, A. D. 1867.

JOSEPH P. BRADLEY,
Master in Chancery.

NORTHERN RAILROAD.

To the Legislature of New Jersey :

Cash capital-----	\$158,800 00
Funded debt, bonds-----	280,000 00
Floating debt-----	74,740 00
Cost of road and equipments-----	487,803 42
Earnings—year ending September 30, 1866 :	
From passengers-----	145,682 39
“ Freight-----	62,181 88
“ Mail, Express, &c.-----	14,905 15
	<hr/>
	\$222,769 42

Expenses—same time :

Operating-----	\$169,894 72
Terminal-----	29,923 57
	<hr/>
	\$199,818 29

Credit—material and wood :

On hand September 30, 1866-\$30,466 95

Less :

On hand September 30, 1865- 21,934 72

\$8,532 23

\$191,286 06

Passengers carried (including commuters)-----	450,401
Freight “ tons-----	17,687
Miles run-----	106,871

ACCIDENTS.

On the evening of July 19, 1866, when near Cress Kill station, the engineer of the mail train saw a man walking on the track ; the engine struck him, but he was caught by the fireman and prevented from passing under the train. His injuries proved fatal. By papers on his person, his name was Anthony Kirkpatrick, from Canada West. He was supposed to be deaf and dumb.

On the evening of September 23, 1866, shortly after the milk train had left Orangeburgh station, a man by the name of Joseph Schmidt, a native of Austria, was found on the track injured, either by at-

tempting to get on or off the train while in motion; his injuries proved fatal. No person connected with either train was to blame for the above accidents.

State of New Jersey, Hudson county, *ss*: Thomas H. Herring, to me well known, being duly sworn, on his oath deposeth and saith, that he is the President of the Northern Railroad Company of New Jersey, and that the foregoing statement is true to the best of his knowledge and belief.

THOMAS H. HERRING,
President.

Sworn and subscribed this 11th day of January, A. D. 1867, before me.

J. R. WORTENDYKE,
Master in Chancery.

PATERSON AND RAMAPO RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock actually paid in-----	\$284,000 00
Amount of funded debt, viz :	
Bonds outstanding-----	\$85,000 00
“ redeemed-----	15,000 00
	100,000 00
Cost of road and equipments-----	350,000 00
Income, rent from Erie Railroad Company-----	26,500 00
“ interest from sinking fund-----	900 00
Dividends, 5 per cent. on \$248,000-----	12,400 00
Expenses for contingencies, taxes, &c.-----	4,235 14
Paid sinking fund to redeem bonds-----	5,000 00
Interest on bonds, (\$85,000, at 7 per cent.)-----	5,950 00

The said road being under lease to and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this Company have no knowledge of the other matters required. All of which is respectfully submitted.

ROBERT BAYARD,
President.

New York, to wit: Robert Bayard, being duly sworn, on his oath saith, that he is President of the Paterson and Ramapo Railroad Co., and that the foregoing report is true to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 22d, 1867, as witness my hand and official seal.

[L. S.]

CHARLES NETTLETON,
Com. for New Jersey and New York.

ACCIDENTS.

October 28, 1865.--S. Zabriskie (colored), citizen, killed. Was struck by engine while attempting to cross the track near Paterson.

March 22, 1866.—John Lawyer, passenger, killed. In getting off the train he fell under the cars at Hackensack Junction. John Odell, citizen, killed. Was walking on the track at Hohokus.

April 13.—Thomas Cunningham, citizen, killed. He was attempting to cross the track by creeping under the cars, and was run over at Jersey City.

August 15.—Richard Dillon, citizen, killed; struck by engine; was intoxicated and sitting beside the track at Penn Horn City.

August 27.—F. De W. Hasbrouck, citizen, killed. Was lying on the track at Bergen.

The Erie Railway Company has operated during the past year the roads of the Paterson and Hudson River and Paterson and Ramapo Railroad Companies, under the lease made by said Companies, in connection with the Erie Railway Company, and has repaired and maintained said roads, and has furnished all the motive power used thereon, and the particulars of such operation and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified as applied exclusively to said roads.

City and county of New York, ss: Robert H. Berdell, President of the Erie Railway Company, being duly sworn, deposeth and says, that the above report is true and correct to the best of his knowledge and belief.

ROBERT H. BERDELL,
President.

Subscribed and sworn to before me this 29th day of January, 1867.

J. D. WHITE,
Notary Public, New York.

PATERSON AND HUDSON RIVER RAIDROAD.

To the Legislature of the State of New Jersey :

CAPITAL.

The capital stock of the Company is----- \$630,000 00

COST.

The cost of said road, including land, depot, buildings
and appurtenances, is----- 630,000 00

DEBTS.

There is no funded debt of this Company.

INCOME.

The rent of the road and appurtenances is, per annum-- 53,400 00

DIVIDENDS.

Two dividends, of four per cent each, amounting to---- 50,400 00

OPERATIONS.

The said road being now under lease to and managed by another Company, sanctioned by the Legislature of this State, this Company has no other knowledge of the matters required than the above statement.

All of which is respectfully submitted.

Dated January 15, 1867.

ROBERT BAYARD, *President.*

Personally appeared before me Robert Bayard, who being by me duly sworn according to law, deposeth and saith that the foregoing statement is true, to the best of this deponent's knowledge, information and belief; and further, that this deponent is President of said Company.

ROBERT BAYARD.

Sworn and subscribed before me this 22d day of January, A. D., 1867, as witness my hand and official seal.

CHARLES NETTLETON,
Commissioner for New Jersey in New York.

ORANGE AND NEWARK HORSE CAR RAILROAD.

—

To the Legislature of the State of New Jersey :

In obedience to an act passed February 24, 1852, entitled "An act respecting annual reports to the Legislature of railroads and other companies," the Orange and Newark Horse Car Railroad Company, present the following report :

Capital stock-----	\$289,550 00	
Funded debt-----	300,000 00	
Mortgage on depot and stables-----	5,250 00	
Bills payable-----	10,500 00	
Belleville Railroad stock-----	15,000 00	
		\$620,300 00
Cost of railroad and equipments, superstruc-		
ture, iron, depots, stables and car houses-	\$561,367 90	
Cars and snow plows-----	28,280 08	
Horses, harness and fixtures-----	28,647 95	
		\$618,295 93
Cash-----		2,004 07
		\$620,300 00

RECEIPTS AND EXPENSES FOR THE YEAR 1866.

Receipts.

From passengers-----	\$118,127 02	
" tolls from Newark and Clinton Rail-		
road-----	2,065 43	
" sundries—sale of horses, manure, &c-----	4,486 55	
		\$124,679 00

Expenses.

For maintaining and operating the road-----	\$94,112 15	
		\$30,566 85

64 RAILROAD AND CANAL REPORTS.

Interest on bonds and Belleville stock-----	\$21,900 00	
Profit and loss-----	8,666 85	
	<hr/>	\$30,566 85
No dividends.		

OPERATIONS OF THE COMPANY DURING THE YEAR 1866.

The number of passengers carried by the Orange and Newark Horse Car Railroad Company, during the year 1866, on their different lines, was as follows:

Orange and Newark-----	596,588
Broad street-----	589,834
Belleville and Newark-----	195,636
Market street-----	215,767
	<hr/>
	1,597,825

Number of passengers carried during the year, one million five hundred and ninety-seven thousand eight hundred and twenty-five.

MARTIN R. DENNIS,
Vice President.

State of New Jersey, Essex county, ss.: Martin R. Dennis, above named, maketh oath and saith that the foregoing report is true and correct to the best of his knowledge, to which fact he maketh oath before me, this fifth day of February, 1867.

D. W. BALDWIN,
Justice of the Peace.

NEWARK AND BLOOMFIELD RAILROAD.

To the Legislature of the State of New Jersey :

Amount of capital stock paid in-----	\$103,850 00
Cost of road and its appendages -----	116,335 05
Receipts from passengers, freights, &c.-----	50,009 34
Paid for repairs, maintenance of way, &c.-----	50,042 42
Wood on hand (paid for)-----	1,633 50

There has been transported over the road during the year, two hundred and forty thousand six hundred passengers, exclusive of commuters and those who ride free, as follows :

Between Newark and Roseville-----	3,537
“ “ Bloomfield-----	151,021
“ “ Montclair-----	82,587
Way passengers-----	3,455

Total-----	240,600
------------	---------

The number of miles run during the year is twenty-four thousand eight hundred and fifty (24,850).

One dividend has been paid during the year from earnings of the previous year, on the capital stock, of five per cent., amounting to five thousand one hundred and ninety-two dollars and fifty cents.

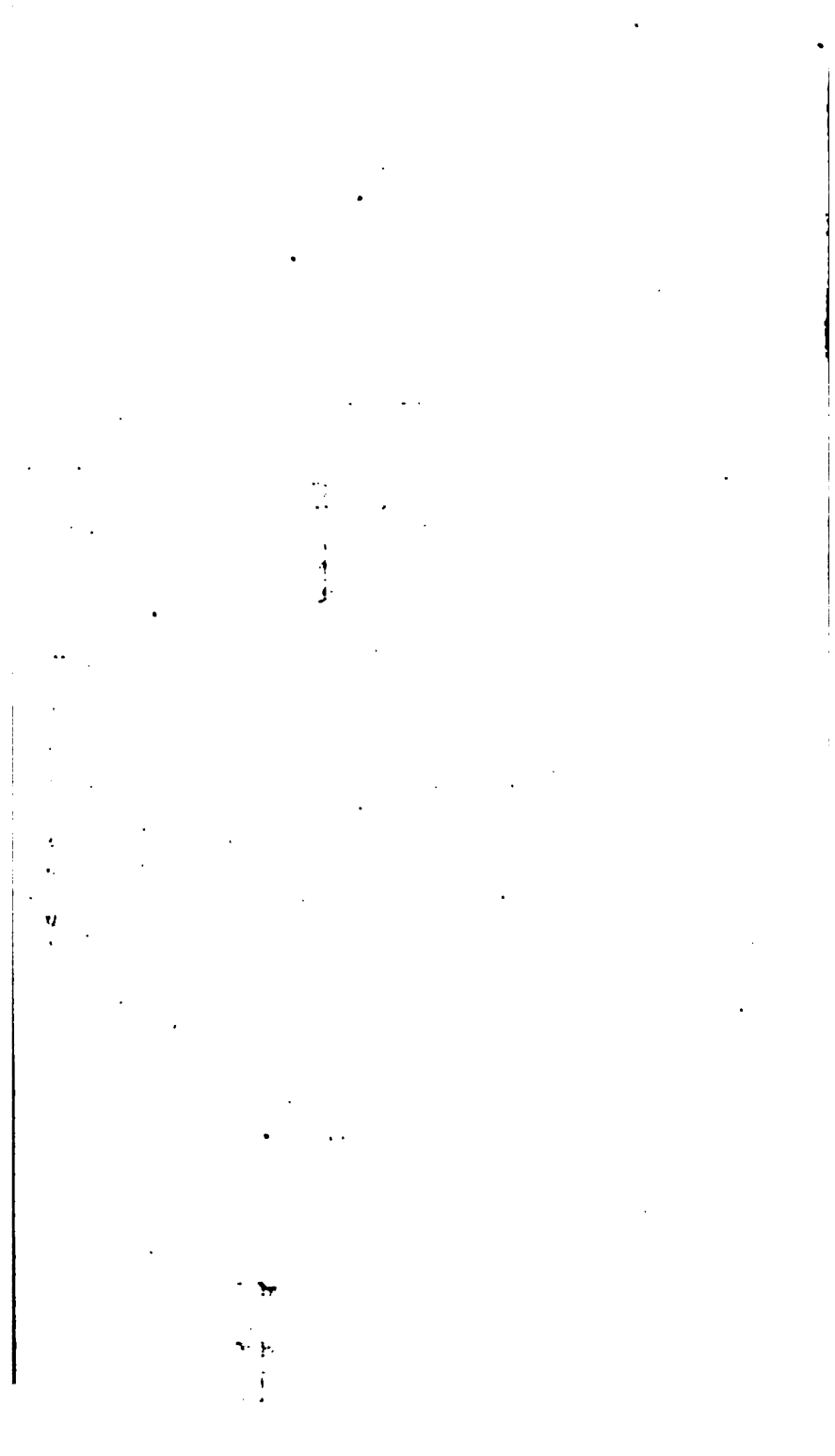
On the 8th of February, 1866, an accident occurred by the bridge over Toney's Brook (near the Bloomfield station) breaking down while a passenger train was crossing it, by which Milton B. Holt was killed, and Joseph A. Davis, jr., Joseph Doremus, V. W. Graham, James Robby, J. C. Brautigau, Isaac Devoe, and Elisha Smith, were slightly injured. Conductor, Samuel Arbuthnot; engincer, Peter A. Fronson. Both retained in the service of the Company.

New Jersey, Essex county, ss :—Ira Dodd, President of the Newark and Bloomfield Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things stated and contained in the foregoing statement and report, are true to the best of his knowledge and belief.

IRA DODD,
President.

Sworn and subscribed before me this 30th day of January, A. D. 1867.

A. G. SAYRE,
Master in Chancery of New Jersey.



OGDEN MINE RAILROAD COMPANY.

To the Legislature of the State of New Jersey :

Annual statement of receipts and expenses of the Ogden Mine Railroad Company, for the year ending December 31st, 1866, as required by law :

The capital stock of said Company is-----	\$250,000 00
The floating debt (loan, &c.)-----	173,007 89
	<hr/>
	\$423,007 89
The receipts during 1866, were-----	\$12,978 10
The expenses of same time-----	9,833 43
	<hr/>
Balance, January 1, 1867-----	\$3,144 67

It being necessary to pay off the floating debt before paying any interest to stockholders, the financial condition of said Company will not warrant the declaration of any dividend.

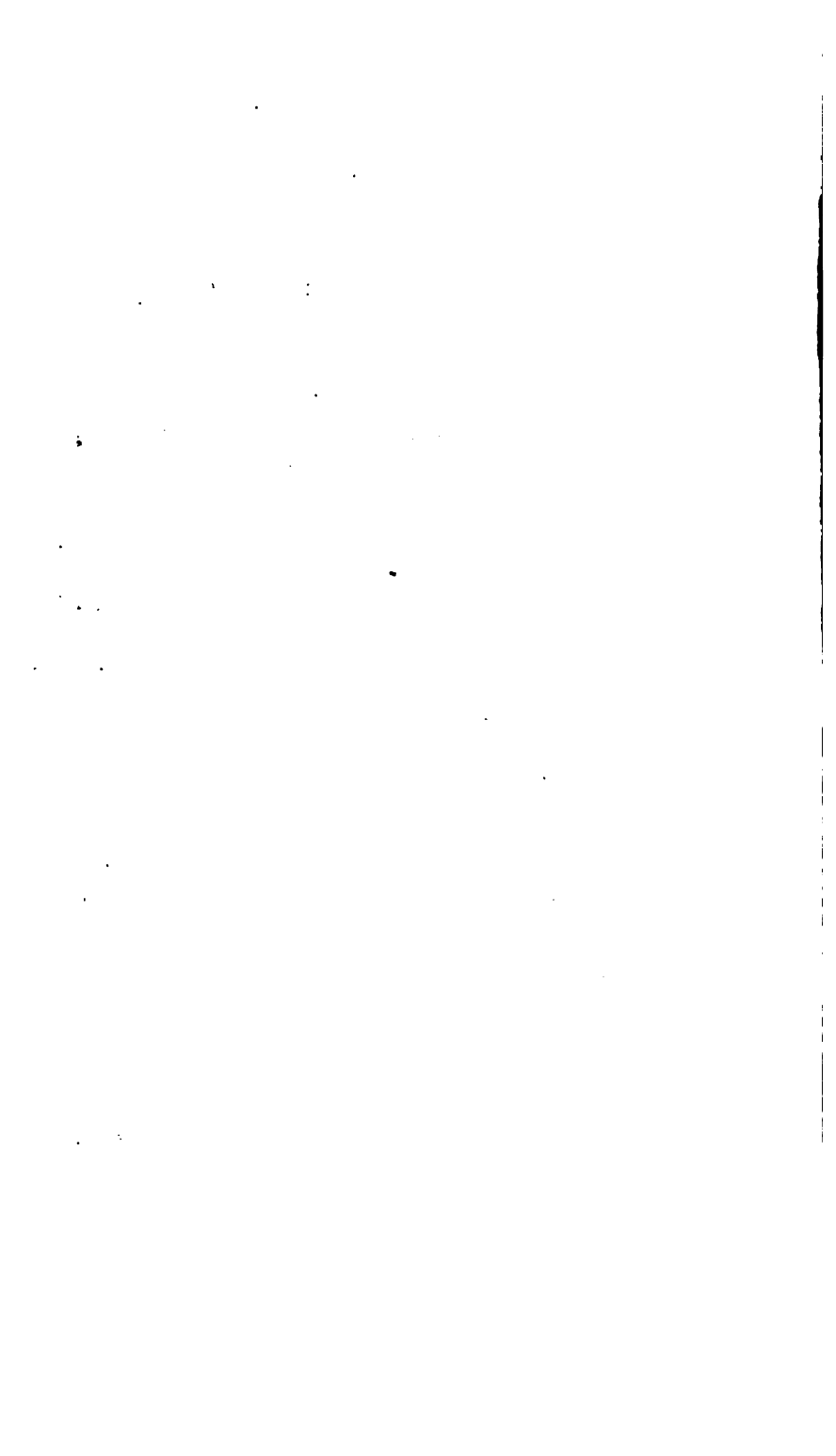
GEORGE RICHARDS,
President.

Morris county. ss:—George Richards, President of said Ogden Mine Railroad Company, being duly sworn, upon his oath, according to law, saith that the above statement is true and correct, according to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 28th day of January, A. D. 1867.

ELIAS M. WHITE,
Master in Chancery of New Jersey.



HIBERNIA MINE RAILROAD.

To the Legislature of the State of New Jersey :

The capital of said Company is -----	\$25,000 00
Floating debt (loan account)-----	15,250 00
	<hr/>
	\$40,250 00
 Receipts during 1866-----	 \$37,320 19
Expenses " " -----	31,888 35
	<hr/>
	\$5,431 84
Surplus on hand January 1, 1866-----	7,111 04
	<hr/>
Balance, January 1, 1867-----	\$12,542 88

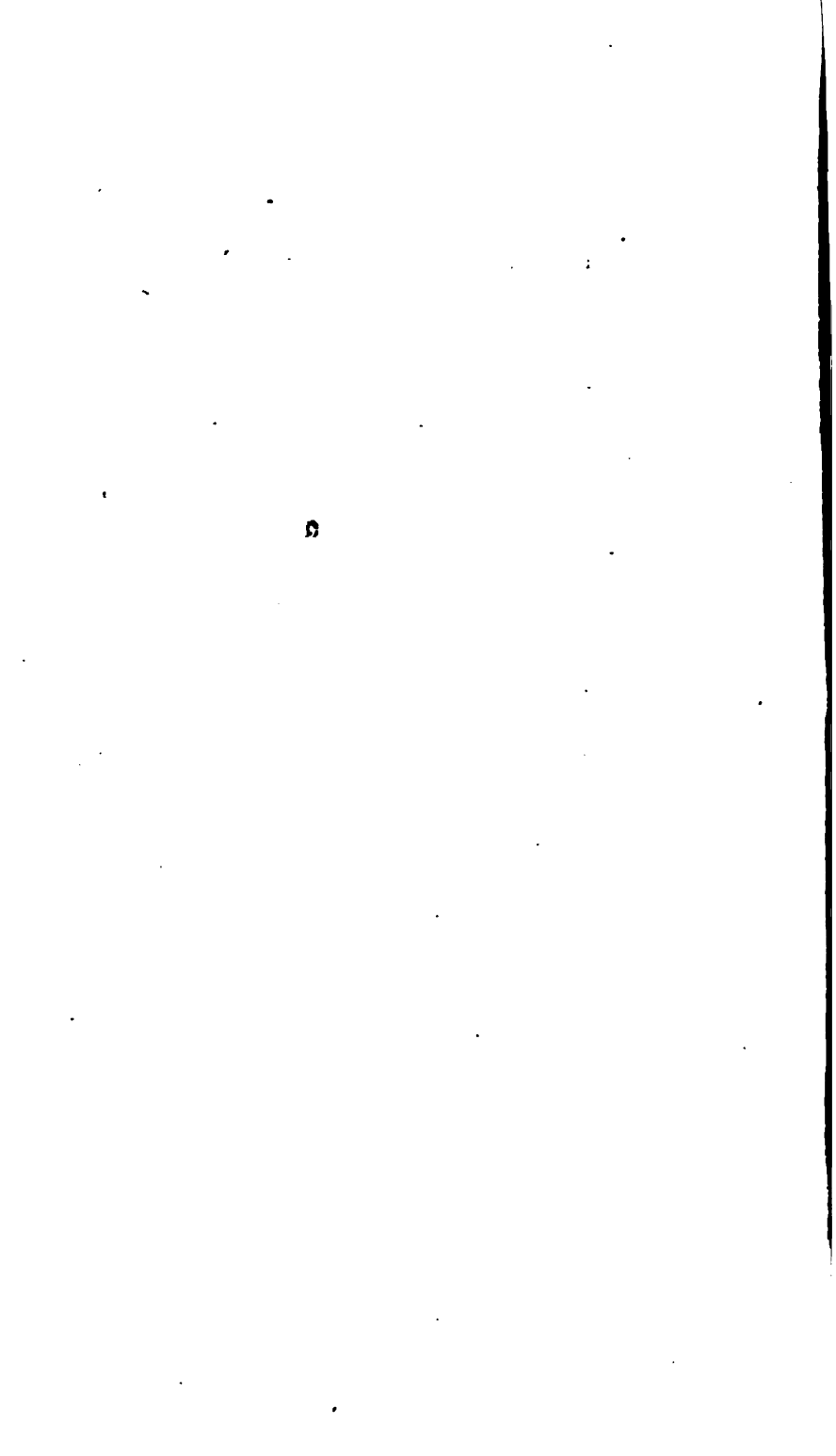
It being necessary to pay off the floating debt before paying any interest to stockholders, the financial condition of said Company will not warrant the declaration of any dividend.

GEO. RICHARDS,
President.

New Jersey, Morris county, ss: George Richards of said county, of full age being duly sworn, on his oath saith, that the foregoing statement of receipts and expenditures is true to the best of the knowledge and belief of this deponent.

GEORGE RICHARDS.

GEORGE W. FORSEYTH,
Master in Chancery of New Jersey.



FLEMINGTON RAILROAD.

To the Legislature of the State of New Jersey :

Report of the Flemington Railroad and Transportation Company for the year commencing January 1st, 1866, and ending January 1st, 1867::

Capital stock-----	\$150,011 00
Total funded debt-----	100,000 00
Other indebtedness-----	125,649 20

The road has been worked by the Belvidere Delaware Railroad Company during the past year.

Receipts from the business of the Road :

From passengers-----	\$8,283 59
General freight-----	5,098 26
Coal freight-----	538 36
Mail-----	641 00
	<hr/>
	\$14,561 21

Expenses of working road-----	\$21,071 91
-------------------------------	-------------

One accident occurred during the year, which is reported by the Belvidere Delaware Railroad Company.

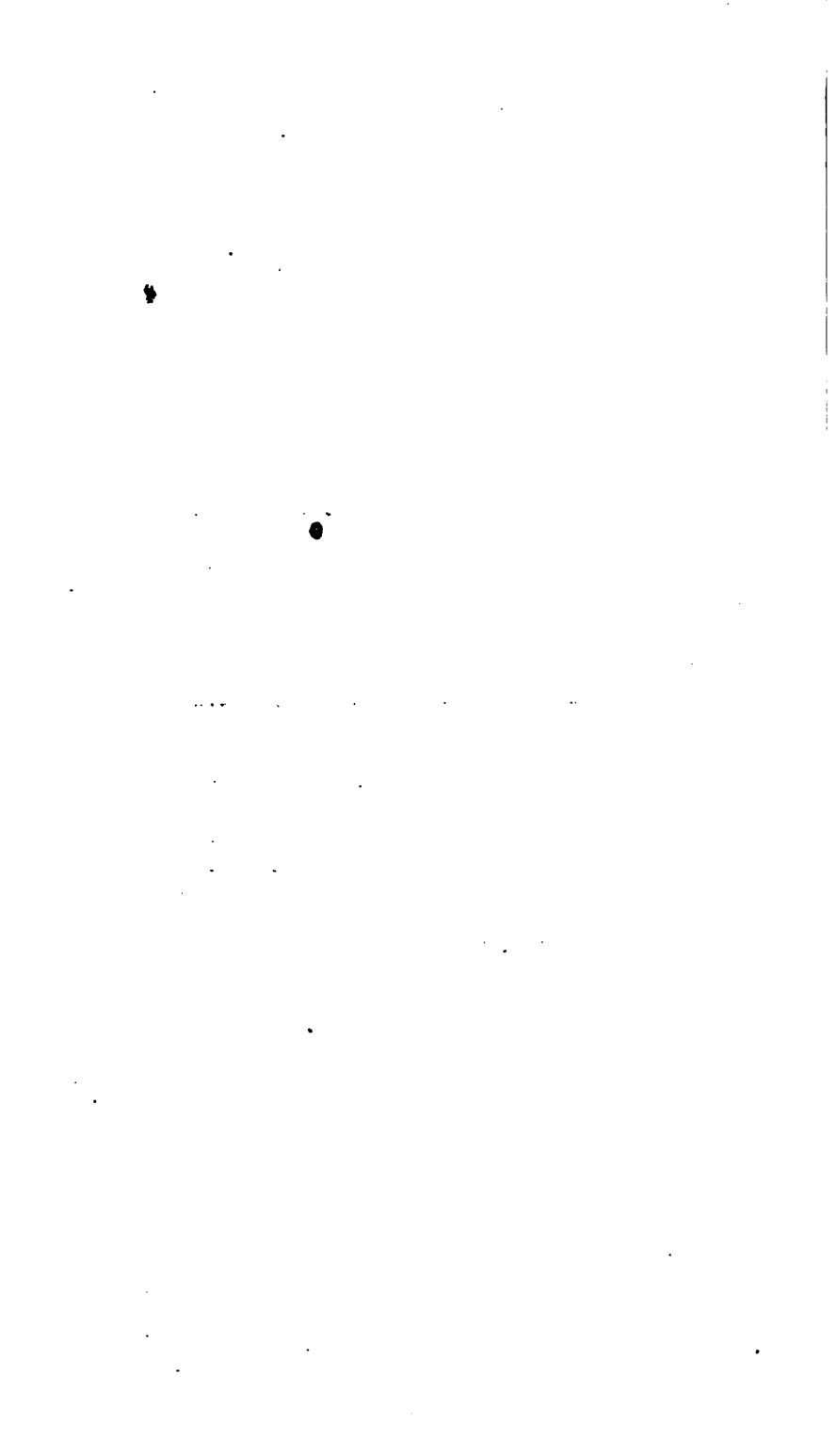
No dividends.

Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath saith, that the foregoing statement and report is just and true, according to the best of his knowledge and belief.

C. BARTLES.

Sworn and subscribed before me this 28th day of January, 1867.

A. V. VANFLEET,
Supreme Court Commissioner.



BELVIDERE DELAWARE RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock paid in-----	\$996,647	24
Funded debt-----	2,245,000	00
Special loans not property included in funded debt---	128,628	06
Temporary loans, and due other companies-----	217,512	43
Cost of road and equipment, exclusive of cash and materials on hand-----	3,456,709	35
Extraordinary expenses during the year, renewing and improving roadway-----	100,000	00

RECEIPTS FOR BUSINESS DURING THE YEAR.

Belvidere Delaware Railroad.

Passengers-----	\$148,222	67
General freight-----	126,168	31
Coal freight-----	195,171	92
Mail and other sources-----	66,617	71
Total-----	\$536,180	64

Flemington Railroad.

Passengers-----	\$8,283	59
General freights-----	5,098	26
Coal "-----	538	36
Mail "-----	641	00
	<u>14,561</u>	<u>21</u>

Total receipts for both roads----- \$550,741 85

Current expenditures for the year, not including increase of materials on hand or extraordinary expenses above stated:

Belvidere Delaware Railroad-----	\$400,730	52
Flemington Railroad-----	21,071	91

Total for both roads-----\$421,802 43

Net earnings of both roads-----\$128,939 42

Net earnings Belvidere Delaware Railroad--	\$135,450	12
Loss working Flemington Railroad-----	6,510	70
		<hr/> \$128,939 42

No dividends have been declared.

CASUALTIES.

February 7.—The evening passenger train up, on the Flemington Railroad, ran off the track. The engineer, William C. Price, received injuries which caused his death, and the fireman, Ralph Dils, was badly scalded. The conductor, James Gordon, was retained in the Company's employ.

October 8.—John McGuire, a boatman, in attempting to cross the railroad, near the outlet lock at Lambertville, was run over by an engine, receiving injuries from which he subsequently died. The engineer, Henry Horn, was retained in the Company's employ.

CHARLES SITGREAVES.

State of New Jersey, ss.: Charles Sitgreaves, President of the Belvidere Delaware Railroad, being duly sworn, deposeth and saith that the statements contained in the foregoing report are correct and true.

CHARLES SITGREAVES.

Sworn and subscribed, January 29, 1867, before

A. J. ROGERS,
Master in Chancery.

MORRIS CANAL AND BANKING COMPANY.

To the Legislature of the State of New Jersey :

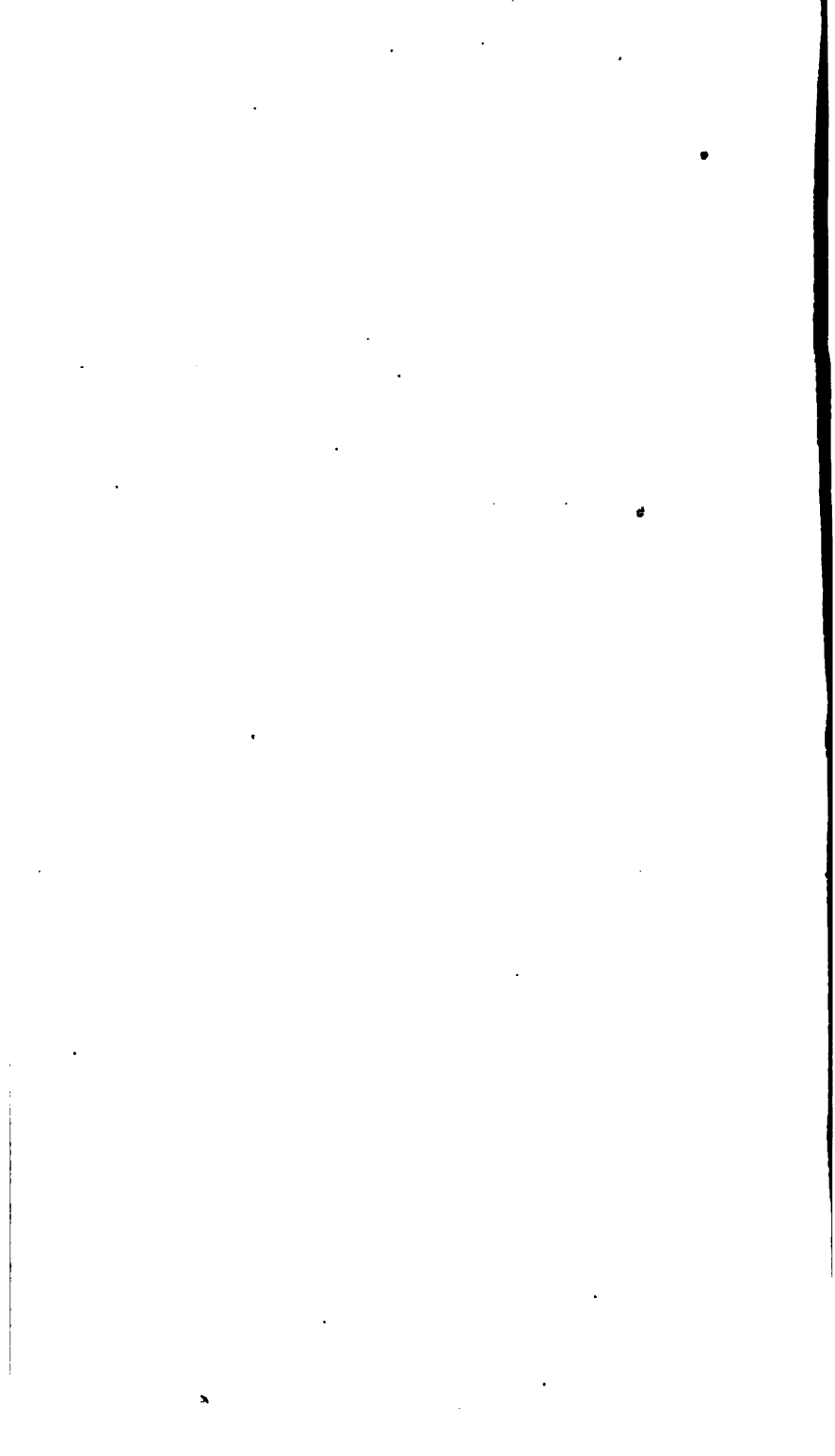
Capital stock paid in-----	\$2,200,000 00
Debts funded and other-----	1,059,247 88
Cost of canal and appurtenances-----	3,283,338 64
Repairs of 1866-----	209,572 17
Navigation (lock and plane tending, &c.)-----	66,964 83
Superintendence and management-----	29,965 67
Income from passengers, tolls and other sources-----	625,470 17
Dividends paid in cash-----	230,250 00

State of New Jersey, Hudson County, *ss*: Before me personally appeared William H. Talcott, who by me being sworn according to law, doth depose and say, that he is the President of the Morris Canal and Banking Company, that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and, the amount of the funded and other debts of said company; also of the cost of the canal and appurtenances; also of the expenditures for repairs, superintendence and management of the same; also the income during the year eighteen hundred and sixty-six from passengers, tolls and other sources, and the amount of dividends, and how paid, arranged as above, set forth under their appropriate heading.

W. H. TALCOTT,
President.

Sworn and subscribed before me, at Jersey City, this 31st day of January, 1867.

JNO. RODGERS,
Master in Chancery.



P .
ANNUAL REPORT

OF

THE STATE DIRECTORS

OF THE

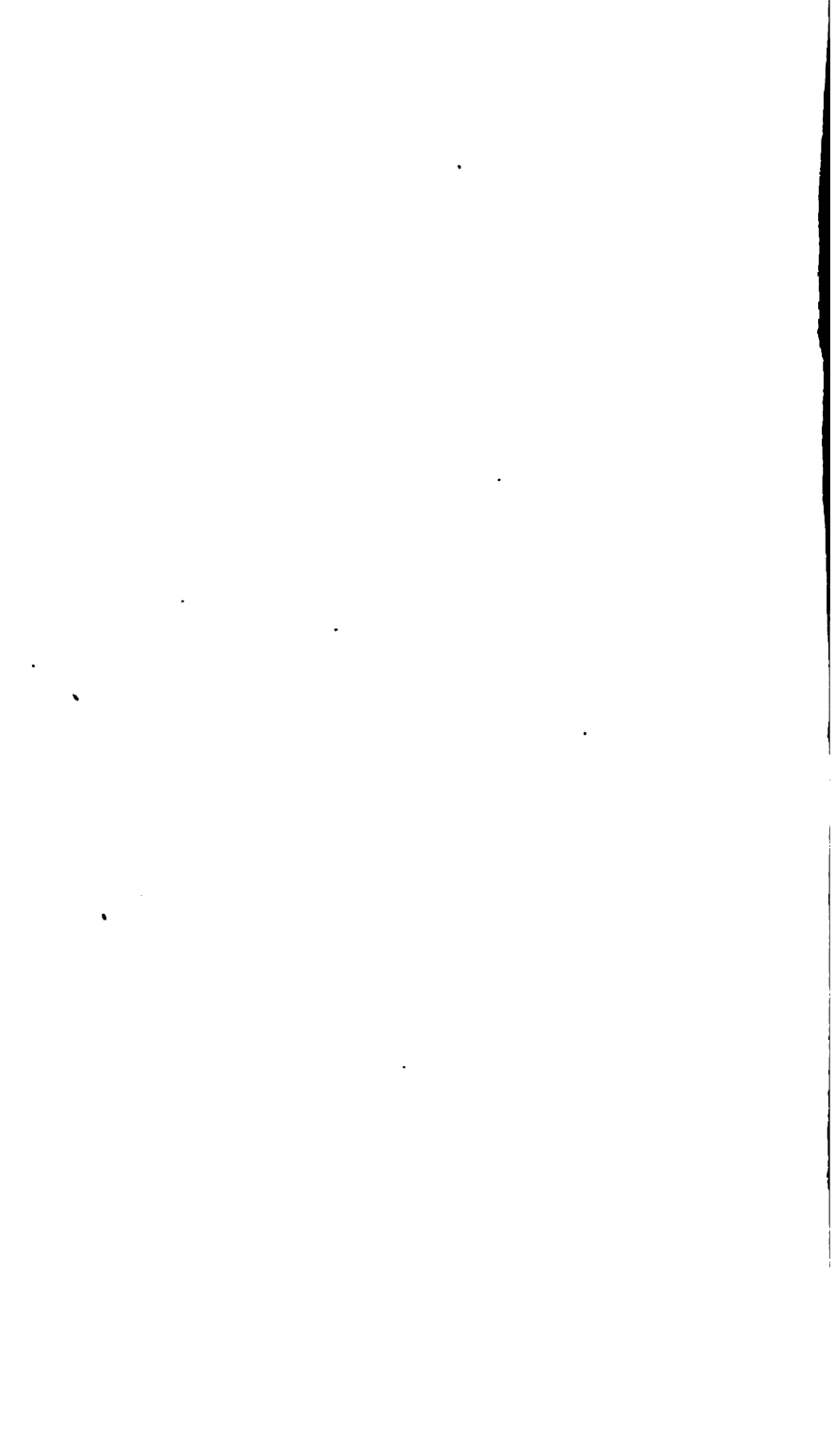
JOINT COMPANIES,

FOR THE YEAR 1867.

TRENTON, N. J.:

PRINTED AT THE TRUE AMERICAN OFFICE.

1868.



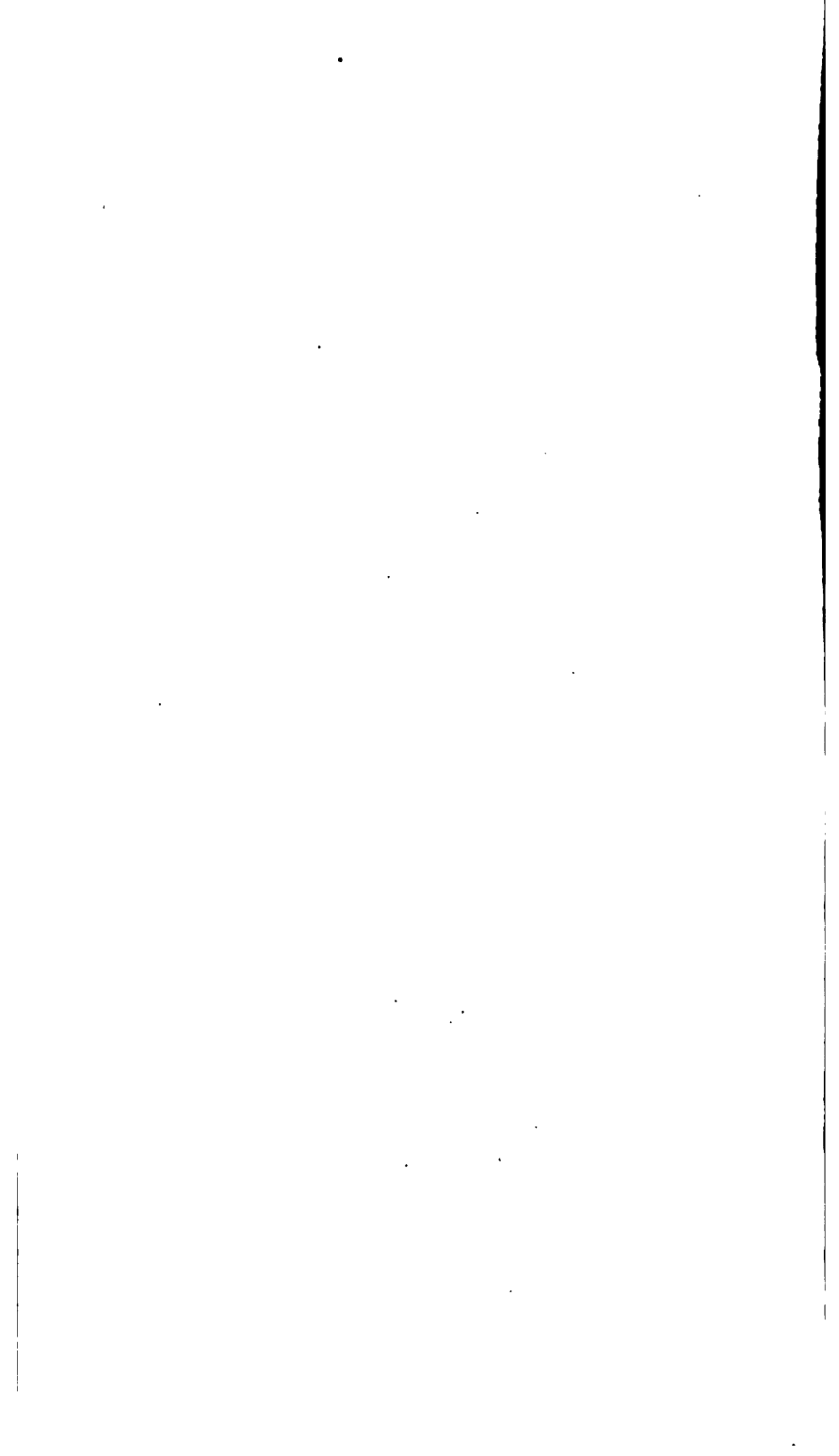
STATE OF NEW JERSEY,
EXECUTIVE DEPARTMENT,
TRENTON, March 10, 1868. }

To the Honorable House of Assembly :

MR. SPEAKER :—I herewith submit to the Legislature the Annual Report and Statement of the business of the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies for the year ending December 31, 1867, made to me by the Directors, (on behalf of the State) of the said Joint Companies.

Respectfully,

MARCUS L. WARD.



REPORT.

To the Governor of the State of New Jersey :

The Directors (on behalf of the State) of the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies, submit herewith in accordance with the statute prescribing the duties of such Directors, approved April 16, 1846, the Annual Report and Statement of the business of the Joint Companies for the year ending December 31, 1867.

Statement "A" shows the receipts of the Camden and Amboy Railroad, the number of passengers transported, and by what route, the number of tons of freight carried, and the transit duty accrued to the State, divided under the different heads.

Statement "B" shows the gross receipts of the Railroad. Statement "C" the disbursements of the same.

Statement "D" the revenue accrued to the State of New Jersey from the Joint Companies. This includes premium on sale of scrip and stock which were received by the State as dividends, and also on options to subscribe to the stock at par.

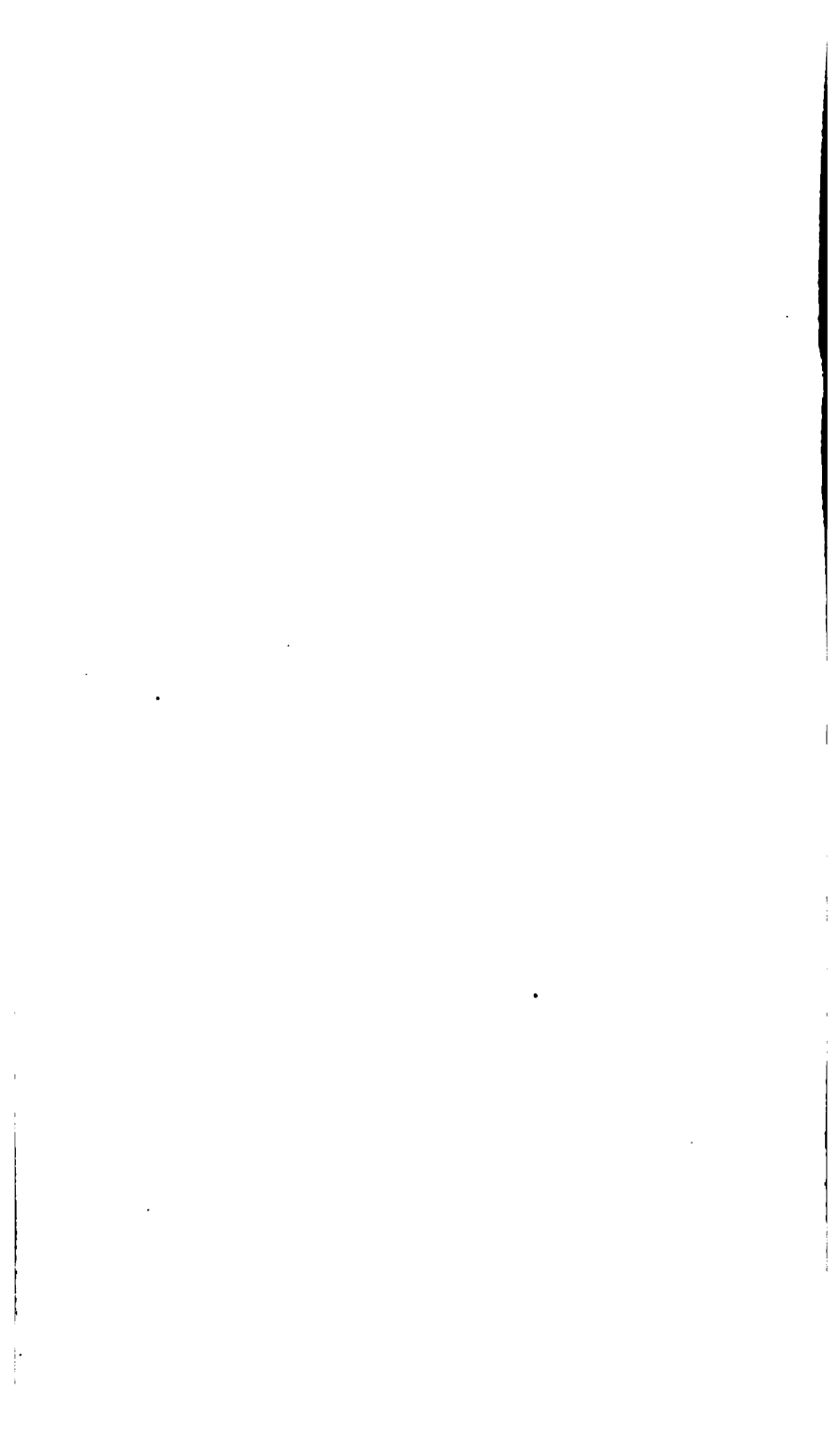
Statement "E" shows the increase of the Way Freight of the Railroad. Statements "F" and "G" the trade through the Delaware and Raritan Canal. Statement "H" shows the gross receipts and expenses of the Joint works for the year.

The Report of the Engineer of the Camden and Amboy Railroad and Transportation Company, is also attached.

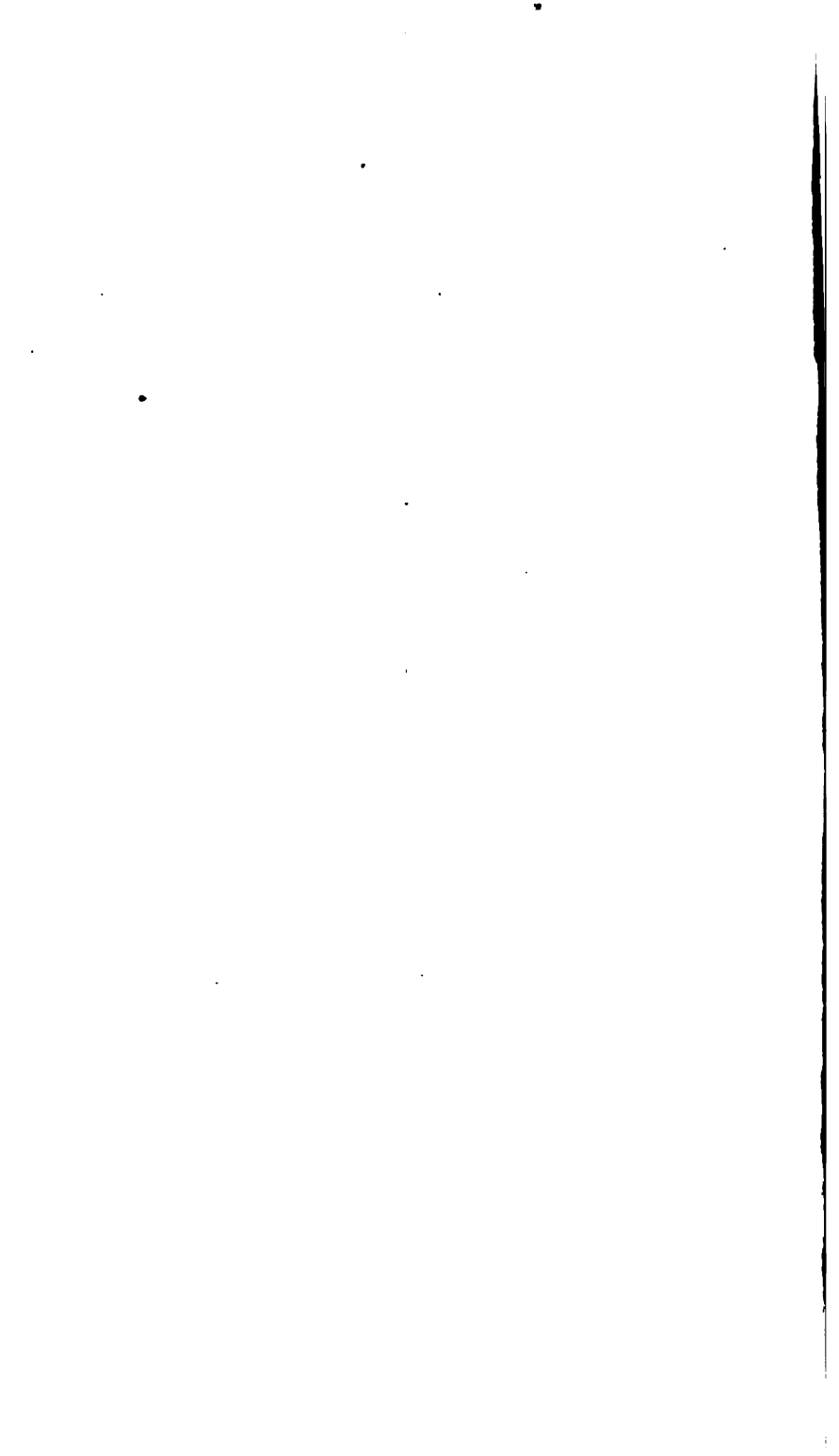
Since the Annual Report of 1866, the Joint Companies have consolidated with the New Jersey Railroad and Transportation Company, in accordance with the act allowing them so to do, passed February 27, 1867, by the Legislature. Under the consolidation, the lines have been run between New York and Philadelphia, under one management with much greater regularity and convenience to the travelling public, than has ever before been attained.

The total exemption from accidents caused by the negligence of employees or imperfection of works, attests to the admirable management of the same, and the excellent condition in which the road has been maintained.

SAMUEL STOCKTON,
B. G. CLARKE.



STATEMENTS.



STATEMENT A.

Receipts of the Camden and Amboy Railroad and Transportation Company for the year ending December 31, 1867, showing the Taxable Passengers and Transit Duty.

1897.	DUTYABLE PASSENGERS.	TRANSIT DUTY.	RECEIPTS.
Through Passengers via Amboy	75,580	\$7,554 00	
Through Passengers via New Brunswick.....	638,849	63,884 90	
Way Passengers via Amboy, dutiable.....	10,260	1,026 00	
Way Passengers via New Brunswick, dutiable.....	763,215	16,321 50	
Way Passengers via Amboy, not dutiable.....	683,739		
Way Passengers via New Brunswick, not dutiable.....	161,767		
Season tickets, dutiable	17	81 60	
Season tickets, not dutiable.....	188		
Total Passenger receipts			\$1,302,608 24
Philadelphia and Trenton Railroad for use of cars			388,000 00
Steam towing.....			356,988 69
United States mails.....			20,279 75
Miscellaneous			5,185 88
Rents			4,363 85
Use of freight cars			581 69
Ligherage, Ferrissages and Storage			9,670 35
TRANSPORTATION OF GOODS.			1,777,621 37
	Tons.	cwt.	qrs. lbs.
Through freight datiable.....	238,215	15	3 15
Way freight datiable	80,990	7	2 11
Way freight not datiable.....	175,482	2	3 27
Coal.....	40,667	1	2 4
Gold carried.....	\$28,496	205	00
Silver carried.....	2,464,779	00	
Amount received for packages.....		9,168	37
		\$133,427 97	\$3,865,499 82

STATEMENT B.

Gross Receipts of the Camden and Amboy Railroad and Transportation Company for the year ending December 31, 1867.

	DOLLS. CTS.
Passengers between New York and Philadelphia: Through and Way.....	1,302,606 34
Transportation of Freight.....	1,777,632 37
Philadelphia and Trenton Railroad, for use of Cars and Locomotives.....	388,001 00
Steam Towing on Delaware and Raritan.....	356,988 66
United States Mails.....	20,279 75
Miscellaneous.....	5,185 88
Rents.....	4,663 65
Lighterage, Ferrissages and Storage.....	9,570 35
Use of Freight Cars.....	531 00
	3,865,499 82

STATEMENT C.

Disbursements of the Camden and Amboy Railroad and Transportation Company for the year ending December 31, 1867.

	DOLLS. CTS.
Maintenance of Way.....	321,371 46
Motive Power.....	608,961 13
Train Expenses.....	333,327 79
Telegraph.....	31,672 44
Station and Terminal Expenses.....	683,637 33
Steamboat Expenses.....	336,585 11
Barge Expenses.....	27,594 76
Steam Towing Expenses.....	458,843 21
Transit Duties.....	133,726 97
Taxes.....	66,894 67
General Expenses.....	284,839 30
	2,158,552 36

STATEMENT D.

Transit Duties, Dividends, Interest, &c., Accrued to the State of New Jersey for the year ending December 31, 1867.

	DOLLS. CTS.
Transit Duty from Railroad.....	133,726 27
Transit Duty from Canal.....	49,333 58
Interest on Bonds of the Companies.....	2,640 00
Dividends on Stock of the Companies.....	28,870 00
Premium on sale of Scrip and Stock.....	19,542 05
	234,111 90

STATEMENT E.

Table Showing the Increase or Decrease of the Way Freight of the Camden and Amboy Railroad and Transportation Company.

	TONS.
In the year 1835, the way freight was.....	1 451
" 1840, " ".....	8,356
" 1845, " ".....	7,489
" 1846, " ".....	13,198
" 1847, " ".....	16,892
" 1848, " ".....	15,095
" 1849, " ".....	11,815
" 1850, " ".....	20,516
" 1851, " ".....	21,474
" 1852, " ".....	21,806
" 1853, " ".....	47,424
" 1854, " ".....	43,134
" 1855, " ".....	71,764
" 1856, " ".....	86,270
" 1857, " ".....	84,958
" 1858, " ".....	74,058
" 1859, " ".....	83,755
" 1860, " ".....	83,543
" 1861, " ".....	77,505
" 1862, " ".....	86,404
" 1863, " ".....	114,358
" 1864, " ".....	170,127
" 1865, " ".....	182,541
" 1866, " ".....	207,039
" 1867, " ".....	256,472

STATEMENT F.

Statement of Trade through the Delaware and Raritan Canal for the year 1867.

COAL.	TONS.		LBS.
Coal from Schuylkill, in boats.....	513,266		
Coal from Richmond, in boats.....	561,061		9
Coal from Richmond, in sloops and schooners.....	26,674		1299
Coal from Outlet, (Feeder).....	450,722		326
Coal from Cumberland.....	143,091		1133
Coal from Greenwich.....	138,153		646
	1,832,968		1229

Quantity of timber carried through.....	2,636,738 cubic feet.
Quantity of lumber carried through.....	20,348,288 feet b. m.
Quantity of grain and feed carried through.....	2,606,012 bushels.
Quantity of flour and corn meal carried through.....	220,927 1/2 barrels.
Quantity of iron carried through.....	55,629 1873-224 tons.
Through merchandise, not included above.....	366,751 59-2240 tons.
Four through passengers.....	

STATEMENT G.

Recapitulation of the Statement of Trade through the Delaware and Raritan Canal for the year 1867.

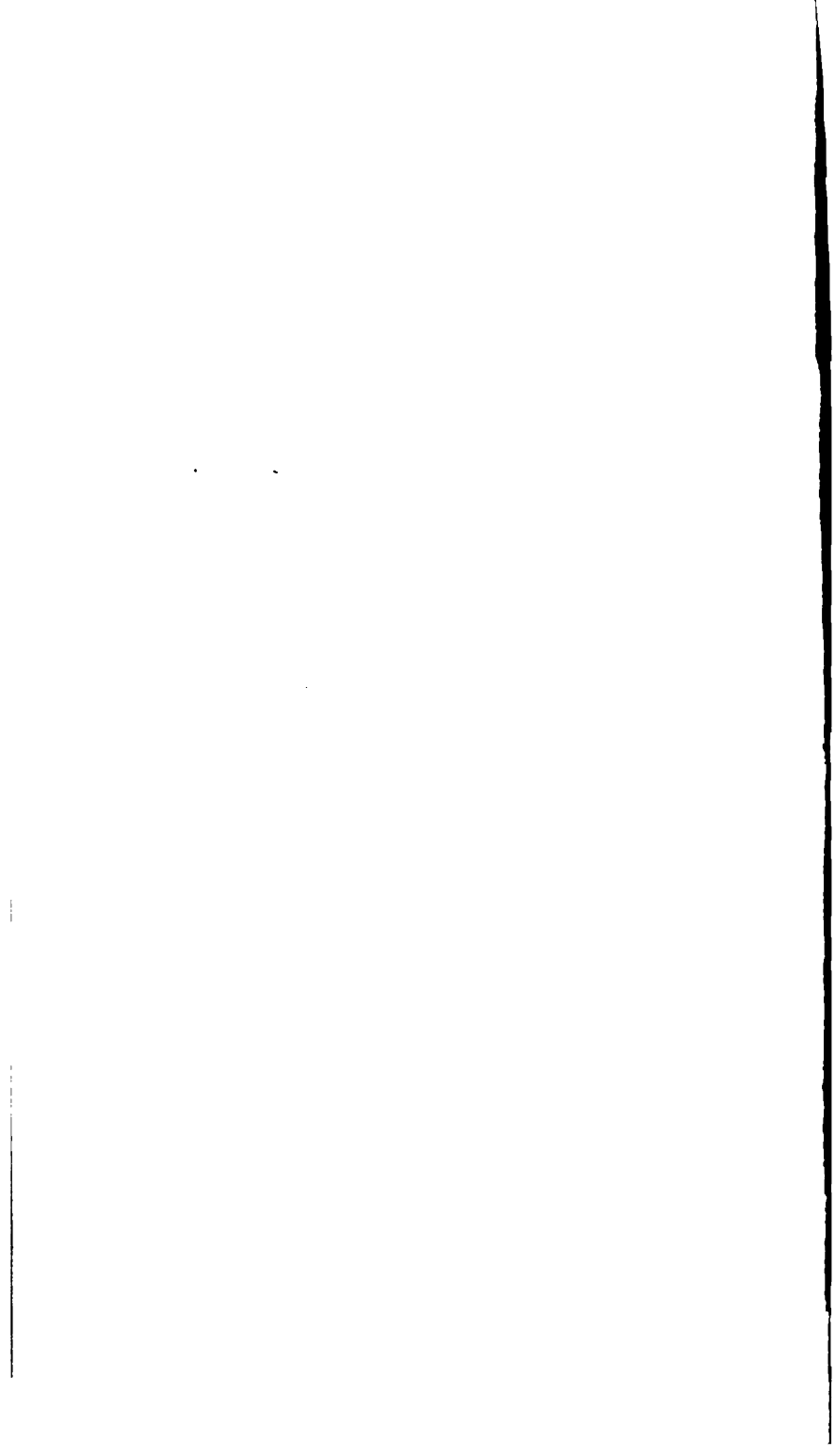
RECAPITULATION.	SUPERIOR.		INFERIOR.	
	TONS.	LBS.	TONS.	LBS.
March.....	20,001	2178	68,205	1352
April.....	41,984	1074	207,478	1846
May.....	37,418	1268	216,934	960
June.....	32,756	355	309,554	1133
July.....	34,941	69	272,014	1006
August.....	37,370	97	178,084	965
September.....	41,115	838	242,066	1026
October.....	48,847	1881	284,358	226
November.....	45,819	722	235,977	744
December.....	16,663	1938	63,611	1906
	356,411	1452	2,018,275	2226

GEO. M. WRIGHT, Ins. and Coll. at Bordentown.
WM. T. ANDERSON, Cashier.
T. G. NEILSON, Ins. and Coll. at New Brunswick.

STATEMENT H.

*Gross amount of Receipts and Disbursements for the year ending
December 31, 1867.*

RECEIPTS.		DOLLS.	CTS.
Camden and Amboy Railroad and Transportation Company.....		8,508,511	23
Delaware and Raritan Canal.....		871,671	55
Steam Towing on Delaware and Raritan.....		356,988	59
Auxiliary Works.....		187,017	75
		4,924,189	12
DISBURSEMENTS.			
Camden and Amboy Railroad and Transportation Company.....			
Operating Works	\$3,526,389	21	
Transit Duties and Taxes.....	200,820	94	
		2,726,710	15
Steam Towing.....		468,842	21
Delaware and Raritan Canal			
Operating Works.....	\$278,862	93	
Transit Duties and Taxes.....	50,162	03	
		328,514	96
Interest, Tax on Dividends and Joint Account.....		812,967	66
		4,327,034	98



REPORT OF THE ENGINEER OF THE CAMDEN AND AMBOY RAILROAD & TRANSPORTATION CO.

The Camden and Amboy Railroad has been maintained during the past year in good condition. Some new tracks and sidings have been added, 1300 tons of rails have been replaced. On this, as on other roads, many of the rails made during the war and for a short time afterwards, have proved very poor, though the best that could be got at the time. About 1500 tons will be relaid during the coming season.

Respectfully,

ASHBEL WELCH, *Engineer.*

REPORTS

OF THE

Railroad and Canal Companies

OF THE

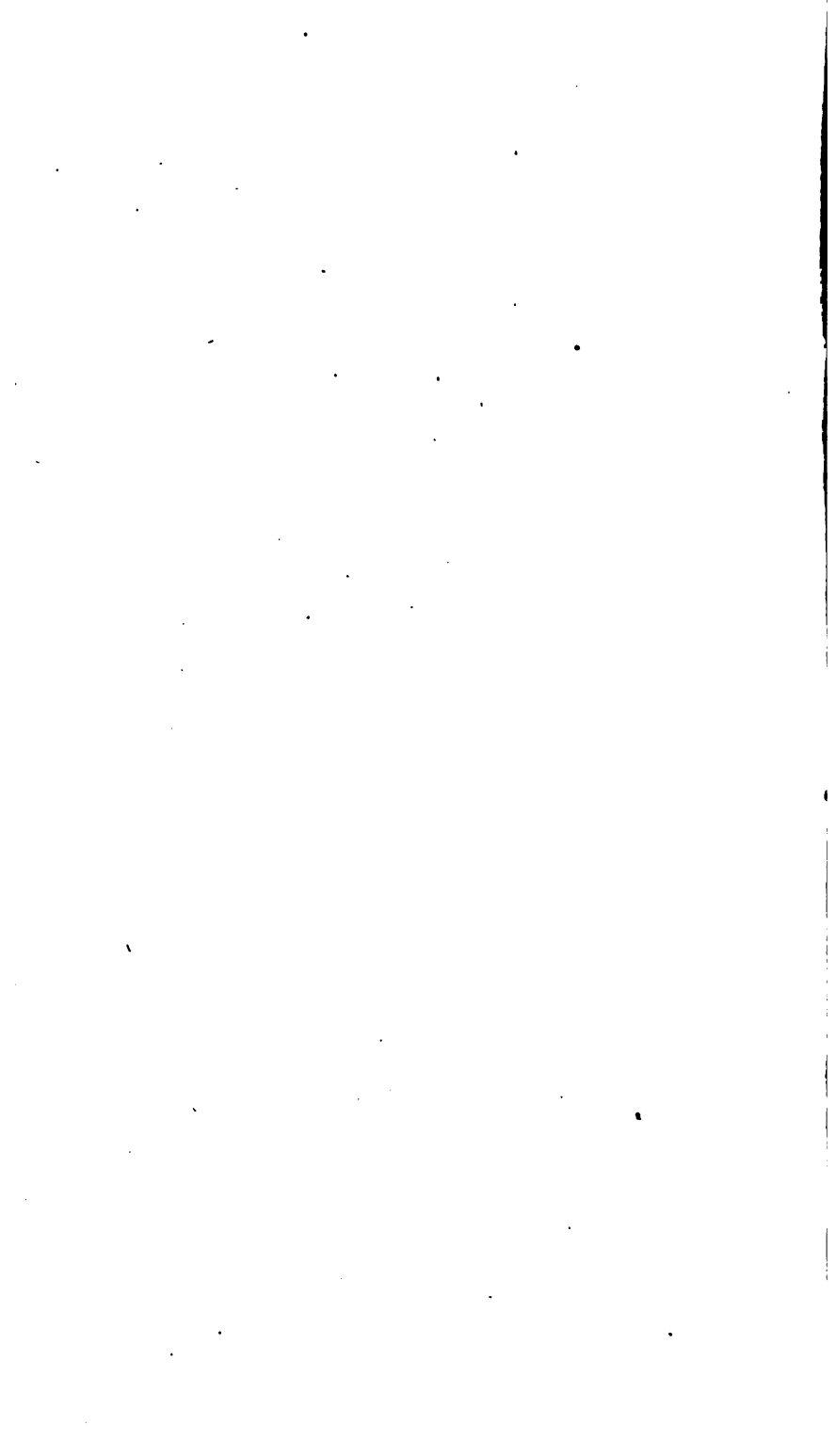
STATE OF NEW JERSEY,

FOR THE YEAR 1867.

TRENTON, N. J.:

PRINTED AT THE TRUE AMERICAN OFFICE.

1868.



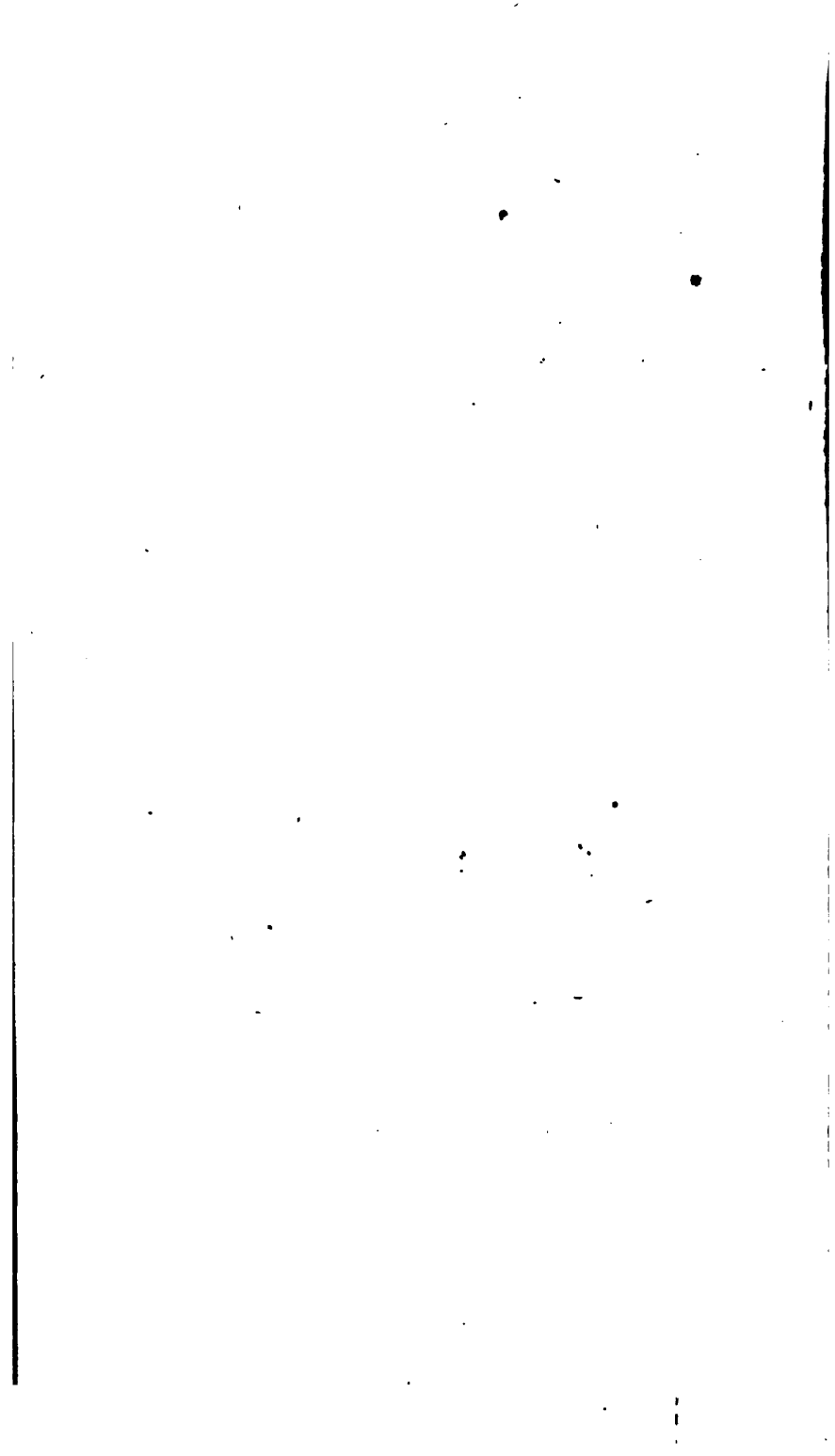
STATE OF NEW JERSEY,
OFFICE OF THE COMPTROLLER OF THE TREASURY, }
TRENTON, February 12, 1868.

SIR:—You will find herewith copies of the reports of the railroads and canals chartered by the State, that have been filed in this office for the year 1867, which you will please present to the Legislature.

Very respectfully, your obedient servant,

WM. K. McDONALD, *Comptroller, &c.*

Hon. A. O. EVANS, *Speaker, &c.*



CENTRAL RAILROAD OF NEW JERSEY.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroad and other companies," passed February 24, 1852, the Central Railroad Company of New Jersey present the following report of the condition of their affairs on the 1st of January, 1868 :

Capital stock,		\$13,768,600 00
First mortgage bonds,		900,000 00
Second mortgage bonds,		600,000 00
Quarterly dividend due January 20,		325,000 00
Interest accrued not yet due,		33,250 00
Accounts payable,		663,553 86
Balance to credit of renewal fund,		628,159 26
		<hr/>
		\$16,918,563 12
Railroad,	\$7,155,947 58	
Port Johnson coal wharves,	327,246 85	
Land and wharves at Elizabethport,	302,086 52	
Station houses, shops, &c.,	375,362 67	
	<hr/>	\$8,160,643 57
Engines,	938,250 00	
Cars,	1,137,243 10	
	<hr/>	2,075,493 10
Ferry interest and boats,	601,553 75	
Other property, fuel, material, &c.,	4,895,573 50	
	<hr/>	5,497,127 25
Cash and accounts receivable,		1,185,299 20
		<hr/>
		\$16,918,563 12

RECEIPTS AND EXPENSES FOR 1867.

Passengers,	\$808,581 09	
Merchandise,	1,034,089 59	
Coal,	1,380,487 59	
Mail expenses, rents, &c.,	127,289 66	
	<hr/>	\$3,350,397 93

ORDINARY EXPENSES.

Running expenses,	\$431,019 86	
Wood consumption,	72,735 69	
Coal consumption,	165,676 95	
Repairs of road,	819,845 86	
Repairs of engines,	189,688 60	
Repairs of cars,	142,330 66	
Repairs of buildings, bridges, &c.,	150,681 41	
Ferry expenses,	175,265 16	
Expense account,	111,442 52	
Miscellaneous expenses,	74,247 96	
Car service,	46,087 00	
	<hr/>	1,878,021 67

\$1,472,376 26

Deduct interest account,	\$13,127 45	
Deduct taxes for 1867,	38,540 40	
Deduct United States taxes,	85,547 44	
Deduct dividend,	1,297,850 00	
	<hr/>	1,435,065 29

Balance used in reducing sundry accounts, \$37,310 97

DIVIDENDS.

Quarterly dividends of two and a half per cent. have been made in cash.

MILES RUN BY TRAINS.

Miles run by passenger trains,	500,369	
Miles run by merchandise trains,	418,066	
Miles run by coal trains,	551,245	
Total by transportation trains,	<hr/>	1,469,680
Miles run by gravel, wood and construction trains,		79,766
Total miles run by trains,		<hr/> 1,549,446

TABLE OF FREIGHT TONNAGE CARRIED ON THE CENTRAL RAILROAD OF
NEW JERSEY FOR THE YEAR 1867.

	Tons.
Between New York and Bergen Point,	2,236
“ “ “ Mariners' Harbor,	1,216
“ “ “ Elizabethport,	12,317
“ “ “ Pamrapo,	10
“ “ “ Bergen Point,	57
“ “ “ Elizabethport,	5
“ “ “ Elizabeth,	140
“ “ “ Roselle,	19
“ “ “ Cranford,	149
“ “ “ Westfield,	935
“ “ “ Scotch Plains,	1,198
“ “ “ Plainfield,	6,058
“ “ “ New Market,	556
“ “ “ Bound Brook,	717
“ “ “ Somerville,	2,210
“ “ “ Ricefield,	278
“ “ “ Flaggtown,	1,618
“ “ “ Neshanic,	1,591
“ “ “ Three Bridges,	1,957
“ “ “ Flemington,	2,779
“ “ “ Raritan,	3,475
“ “ “ North Branch,	2,057
“ “ “ White House,	1,577
“ “ “ Lebanon,	1,186
“ “ “ Clinton,	4,837
“ “ “ High Bridge,	1,338
“ “ “ Spruce Run,	1,791
“ “ “ Junction D. L. & W.,	38,188
“ “ “ New Hampton,	1,012
“ “ “ Asbury,	683
“ “ “ Valley,	1,110
“ “ “ Bloomsbury,	1,309
“ “ “ Springtown,	1,017
“ “ “ Phillipsburgh,	6,024
“ “ “ Easton,	207,769
“ Port Johnson “ Phillipsburgh,	193,299
“ Elizabethport “ New Hampton,	857,787
“ “ “ Phillipsburgh,	344,836
“ Elizabeth “ New Hampton,	10,335
“ “ “ Phillipsburgh,	88,467
All intermediate stations,	132,384
Total number of tons,	1,935,525

	Tons.		Miles.
Merchandise,	513,232	Carried	30,404,947
Iron,	53,248	"	3,407,872
Coal,	1,369,045	"	73,764,596
	<hr/> 1,935,525		<hr/> 107,577,415

TABLE OF PASSENGERS CARRIED ON THE CENTRAL RAILROAD OF NEW JERSEY FOR THE YEAR 1867.

Stations.	To.	From.	Total.
New York,	427,610	464,809	892,419
Communipaw,	10,293	6,303	16,596
Claremont,	4,097	2,266	6,363
Greenville,	45,585	44,626	90,211
Pamrapo,	22,553	21,873	44,426
Bayonne,	3,105	3,187	6,292
Centreville,	3,657	3,073	6,730
Mariners' Harbor,	11,001	12,721	23,722
Bergen Point,	48,991	47,880	96,871
Elizabethport,	52,526	52,995	105,521
Elizabeth,	146,117	149,537	295,654
Roselle,	13,677	12,414	26,091
Cranford,	12,392	11,911	24,303
Westfield,	19,712	18,802	38,514
Scotch Plains,	18,044	12,952	25,996
Plainfield,	72,165	73,873	146,038
New Market,	18,264	12,272	25,536
Bound Brook,	20,925	21,223	42,148
Somerville,	38,441	38,938	77,379
Ricefield,	887	574	1,461
Flagtown,	2,635	2,372	5,007
Neshanic,	4,626	4,774	9,400
Three Bridges,	3,234	3,011	6,245
Flemington,	9,884	10,106	19,990
Raritan,	3,596	3,632	7,228
North Branch,	5,530	5,098	10,623
White House,	9,262	9,173	18,435
Lebanon,	3,534	3,620	7,154
Clinton,	9,424	9,616	19,049
High Bridge,	5,347	5,330	10,677
Spruce Run,	4,784	4,916	9,700
Junction,	27,400	23,835	51,235
Asbury,	5,263	4,989	10,252
Valley,	3,387	3,257	6,644
Bloomsbury,	7,426	7,377	14,803
Springtown,	2,520	2,325	4,845

Phillipsburg,	7,055	8,083	15,138
Easton,	109,181	80,392	189,573
	<hr/>	<hr/>	<hr/>
	1,204,130	1,204,130	2,408,260
Number of passengers carried,			1,204,130
Number of passengers carried one mile,			27,284,393

ACCIDENTS FOR THE YEAR 1867.

January 23.—James Hurley, a laborer in the employ of Delaware, Lackawanna and Western Railroad Company, at Elizabethport, standing on track at coal docks, was struck by shifting engine, No. 84, which crushed his leg, rendering amputation necessary.

January 31.—Henry Vanderveer, fireman on engine "Elizabeth," hauling 4:30 P. M. passenger train from New York, while looking out over side of tender, came in contact with Road bridge, near Bay cemetery, which threw him beneath the car, causing instant death. Company exonerated by coroners's jury, from all blame. Edward Scott, engineer; B. W. Hopper, conductor.

February 11.—John Hayden, as engine 84 was passing through the freight house at Elizabethport, stepped from a platform on to the track in front of the engine, which ran over him, causing instant death. Morris Watson, engineer.

February 18.—Elmer E. Simmonds, a lad of 5½ years, was killed by a coal train at Catherine street, Elizabeth. It is supposed he was on the cars as they were standing still, which, when moved, jarred him off.

April 22.—Horace Linabarger, a lad of 15 years, in attempting to jump on a passing coal train at Plainfield, fell beneath the cars, and was injured so as to cause death the same day. John McCall, engineer.

April 23.—Larry Wells, an employee on track, in attempting to jump on a passing coal train at Bound Brook, fell under the train, which crushed one leg, rendering amputation necessary. B. F. Shepard, engineer.

April 29.—Frank Falk, while walking on the track near Elizabethport station, was struck by the Somerville train, bound east, and badly bruised P. Rodenbaugh, engineer; G. P. Doughty, conductor.

May 1.—James Meyers, while walking on the track between Elizabeth and Mulford stations, was struck by 7 P. M., passenger train from New York, throwing him from the track and breaking his arms. J. Davidson, engineer; G. P. Doughty, conductor.

May 18.—William Groppe, aged 13 years, was killed near Port Avenue by a coal train, on which he attempted to jump while it was in motion. John McCall, engineer.

May 24.—C. J. Kneeling, while walking on the Newark Bay Bridge, was struck by an express train, bound west, and his arm broken. • B. F. Libby, engineer ; E. W. Welsted, conductor.

C. Donahue, while walking on Bay Bridge, a short distance east of Elizabethport, was struck by the engine "New York." He was only bruised. J. B. Case, engineer.

May 28.—Samuel Atkinson, an aged man, while picking coal on the track, near Jefferson street, Elizabeth, was struck by 5:45 P. M., passenger train from New York, and somewhat bruised. Edward Scott, engineer ; B. W. Hopper conductor.

June 7.—Martha Grierson, while walking on the track near Plainfield station, was struck by the 6:05 A. M. passenger train, from Somerville, bound east, and instantly killed. J. W. Smith, engineer ; G. P. Doughty, conductor.

June 10.—Christian Mederfind, while walking on the track, near Roselle station, in the evening, was struck by emigrant train, bound west, and badly bruised. James Wilkinson, engineer ; Charles Hubbard, conductor.

June 21 —Charles Hubbard, conductor of stock train, in attempting to jump on "Fast Line" bound west, at Blomsburg station, fell and had one leg crushed so as to cause amputation. F. Libby, engineer ; E. W. Welsted, conductor.

July 2.—John Sumston, while walking on Bay Bridge, was struck by engine "New Jersey;" he had four ribs broken, and was otherwise badly bruised. J. W. Smith, Engineer.

July 3.—Silas Young, brakeman, fell beneath the cars of a gravel train, while in motion, near Dennis' landing, and was instantly killed. S. D. Winner engineer ; H. Whiting, conductor.

July 4.—Louis Taft, a passenger on the Harrisburg express train, bound east, fell between the two rear cars while the train was in motion, near Roselle station, and was instantly killed. H. Lovell, engineer ; J. A. Haynes conductor.

July 13.—James Lyman, in attempting to jump on the passenger train, at Communipaw station, while the train was in motion, was instantly killed. P. Rodenbaugh, engineer ; T. C. Littell, conductor.

July 25.—A man and three children in a carriage, in attempting to drive over Magee's crossing, near Elizabeth, were struck by the "Fast Line," bound west. One of the children was bruised, the horse was killed, and carriage completely demolished. B. F. Libby, engineer ; E. W. Welsted, conductor.

August 13.—An unknown man, while walking on the track, near Rockafellow's Mills, was struck by a morning passenger train from Flemington, and instantly killed. J. B. Case, engineer ; E. C. Ackerman, conductor.

August 23.—Paul Rooney, while walking on the track, near Elizabethport station, was struck by the engine of an approaching coal train, and badly bruised. Joseph Lasey, engineer.

August 31.—Henry Dobbie, while walking on the track at Jersey City, in a state of intoxication, about 9 P. M., was run over by the engine "Flemington," and died of his injuries the next day. Thomas Hayne, engineer.

September 18.—William H. Quick, while picking coal on the track, near Elizabeth station, was struck by the 5 P. M., train from New York, and killed. J. B. Case, engineer; William Rand, conductor.

October 1.—Mrs. Sarah G. Harens, a passenger on 6:30 P. M., train from New York, getting off at Communipaw station, was struck by the mail train bound east, and instantly killed. J. Meeker engineer; L. Southerland, conductor of the 6:30 train. John Small, engineer; G. P. Doughty, conductor of mail train.

October 23.—John J. Hoffman, with a horse and wagon, while driving over "Kershow's Crossing," was struck by gravel train engine, which was backing up to Flemington for water, and instantly killed. Engineer, J. Skilman.

November 1.—William H. Smith, in attempting to jump on a passing coal train at Elizabeth, slipped under the cars and had his foot crushed so as to render amputation necessary.

November 13.—John Meyer, an employee, while attempting to uncouple cars at Bergen, while in motion, fell between them and was instantly killed.

Patrick Connelly, laborer at Port Johnston, fell from work train at Elizabethport, and was instantly killed.

November 21.—John Burrell, said to have been for some years insane, stepped in front of passenger train at White House, and had his leg badly crushed. Engineer, B. F. Libby; conductor, E. W. Wilsted.

November 22.—George Luster, a boy nine years of age, in attempting to jump on a passing coal train at Elizabeth, had four toes crushed.

November 30.—Mrs. Buckley, a widow lady, while walking on the track between Hampton and Asbury in the evening, was struck by a coal train and killed. A severe snow storm was raging at the time.

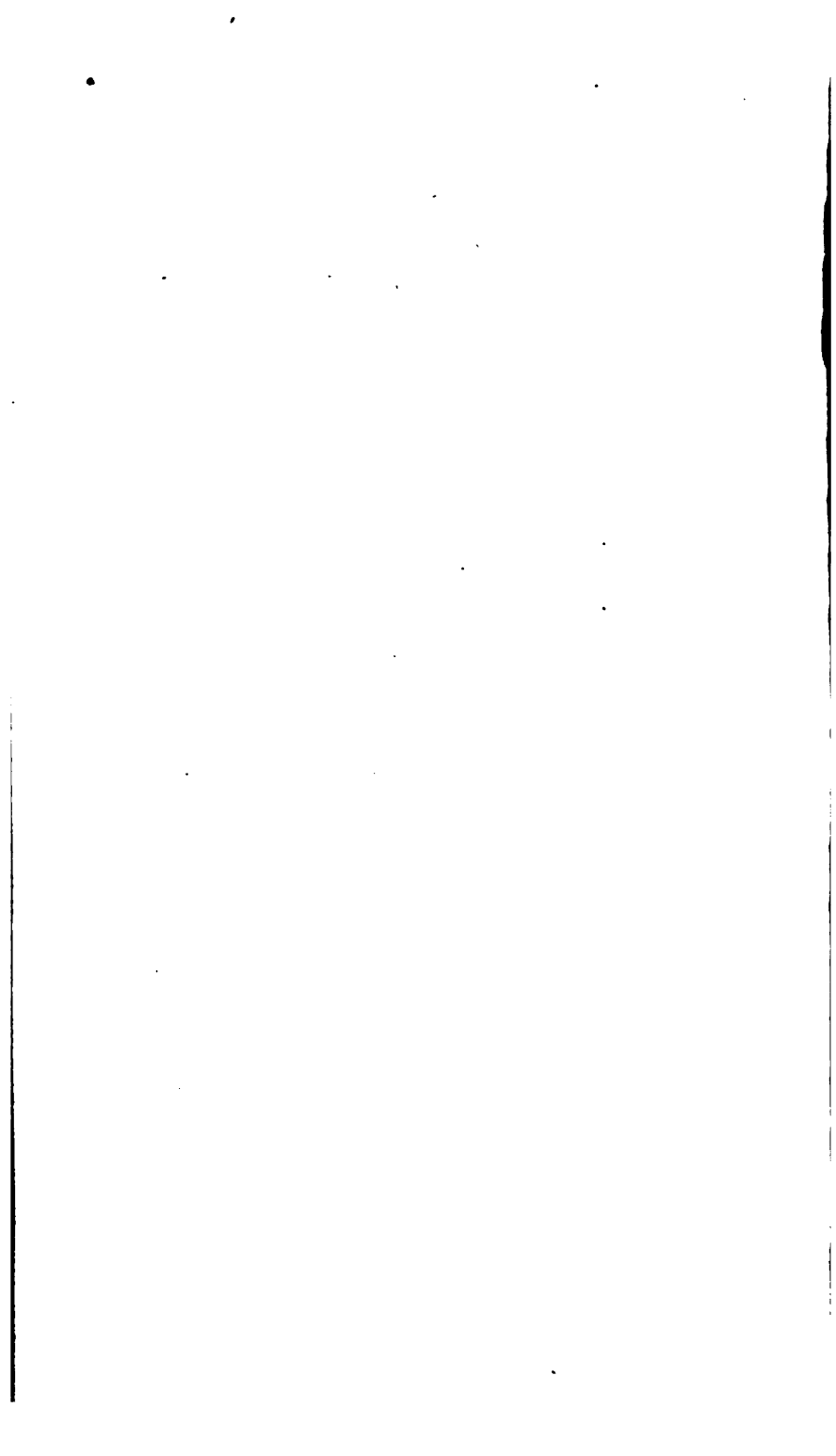
December 2.—Prall Osborne, a brakeman on coal train, fell between the cars while in motion near Junction, and was instantly killed.

December 24.—William H. Bryan, a brakeman on stock train, while standing on the track at Elizabeth, checking car numbers, was struck by Flemington train bound east, which crushed his leg, rendering amputation necessary. Engineer, J. B. Case; conductor, William Rand.

JOHN TAYLOR JOHNSTON, *President.*

Sworn and subscribed at New York, this eighth day of February, A. D., 1868, before me,

JAMES A. FALKNER,
Commissioner for New Jersey and New York.



SOUTH BRANCH RAILROAD.

In conformity with an act of this State requiring annual reports to the Legislature of railroad and canal companies, approved February 24, 1852, the South Branch Railroad Company make the following report :

Amount of work done to January 1st, under the head	
of grading and construction account,	\$362,304 39
Paid on account of right of way,	52,843 43
Station houses, &c.,	16,557 78
Amount received on capital stock,	438,300 00

The road is leased at the annual rent of six per cent. to the Central Railroad Company of New Jersey, who have operated it since July 1, 1864, at which time it was regularly opened for business, and the receipts therefrom appear in their accounts.

Samuel Knox, Secretary and Treasurer of the South Branch Railroad Company, being duly sworn according to law, on his oath saith that the foregoing report is just and true, according to the best of his knowledge, information, and belief.

SAMUEL KNOX.

Sworn and subscribed at Jersey City, New Jersey, this third day of February, 1868, before me.

ARCH. K. BROWN,
Master in Chancery of New Jersey.

WARREN RAILROAD.

To the Legislature of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports of Railroads and other Companies," passed February 24, 1852, the Warren Railroad Company present the following report of the condition of its affairs to January 1, 1868:

Capital stock issued and actually paid in,	\$1,547,650 00
First mortgage bonds of 1875, outstanding,	511,400 00
	<hr/>
	\$2,059,050 00

Total cost of the Warren Railroad, including lands for right of way, depot, buildings, cost of tunnels, bridges, &c., \$2,000,000 00

Cost of coal basins, trestle work, shoots, and fixtures, on the Morris Canal at Washington, N. J., estimated,	59,050 00
	<hr/>
	\$2,059,050 00

Earnings of the road from January 1 to December 31, 1867 :

From passengers,	\$26,571 05
From freight, viz:	
From coal,	\$324,880 48
From merchandise and express,	105,274 07
From transportation of mails, telegraph, rents,	1,880 77
	<hr/>
	432,035 32
	<hr/>
	\$458,606 87

The running expenses of the road, including depot agents, telegraph, trackmen and foremen, new rails

and ties, repairs to road bed, tunnels, bridges, viaducts, &c., estimated,			302,680 20
			<hr/>
			\$155,926 17
Interest paid on \$511,400 bonds, 7 per cent.,			35,798 00
			<hr/>
			\$120,128 17
Amount applicable to paying a dividend of 7 per cent. on \$1,547,650, capital stock,			108,335 50
			<hr/>
Balance applicable to paying Government taxes and other matters,			\$11,792 67
Total number of passengers carried,			81,025
Through,	25,280		
Way,	55,745		
Total number tons freight carried,			1,252,718
	Through.	Way.	
Coal,	875,007	192,425	
Merchandise,	69,059	113,645	
Express,	2,061	521	
	<hr/>	<hr/>	
	946,127	306,591	

Of the way coal transported there was delivered at

Delaware, 1 mile distance, 438.880 tons,	\$7 67
Manunka Chunk, 4 miles distance, 6.560 tons,	44
Bridgeville, 6 miles distance, 1,823.480 tons,	191 33
Oxford, 11 miles distance, 26,379.1040 tons,	5,078 04
Washington, 14 miles distance, 163,772.720 tons,	40,124 22
Changewater, 16 miles distance, 5.800 tons,	1 50
Through,	
New Hampton, 18½ miles distance, 875,007.320 tons,	279,477 28
	<hr/>
	\$324,880 48

The company owes no debt not above stated except Government taxes paid by connecting road, the proportion due from this company not having been rendered to them, has not been deducted from the year's earnings, as shown by the above statement.

No injury to any person on the trains has been reported during the past year.

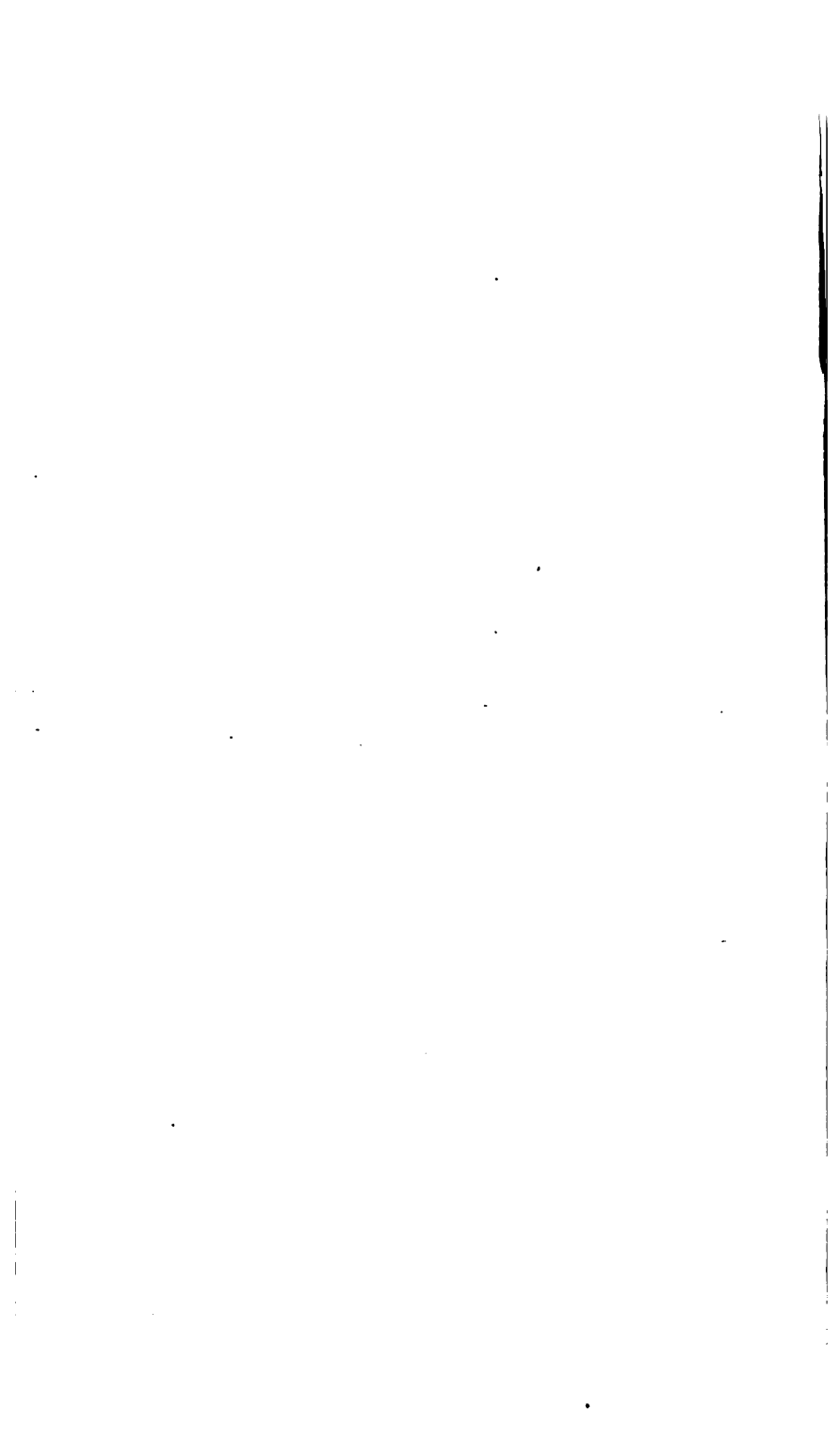
State of New Jersey, Warren County, ss.—John I. Blair, of full age, being duly sworn, upon his oath saith, that the facts, matters,

and things set forth in the above report, which is signed by him, is true, to the best of his knowledge and belief.

JOHN I. BLAIR.

Sworn and subscribed before me, at Blairstown, N. J., this twenty-eighth day of January, 1868.

MARSHAL HUNT,
Master in Chancery of New Jersey.



DELAWARE AND RARITAN CANAL COMPANY, AND CAMDEN AND AMBOY RAILROAD AND TRANS- PORTATION COMPANY FOR THE YEAR 1867.

To the Legislature of the State of New Jersey :

In compliance with the act of the Legislature of New Jersey, approved February 24, 1852, and a supplement approved March 11, 1853, the Delaware and Raritan Canal Company and the Camden and Amboy Railroad and Transportation Company report :

The capital stock paid in of the Delaware and Raritan	
Canal Company was	\$1,500,000 00
Added by authority of the Legislature,	1,021,700 00
New stock paid and to be paid,	526,560 85
Stock installments,	1,452,412 50
	<hr/> \$4,500,673 35

The capital stock paid in of the Camden and Amboy	
Railroad and Transportation Company was	\$1,500,000 00
Added by authority of the Legislature,	3,500,000 00
	<hr/> \$5,000,000 00

Two dividends of Five per cent. each, in cash, have been paid during the year.

The funded debt of the Joint Companies are :

First—An English debt, including three separate loans, now merged, to be extinguished by a sinking fund—extinction complete in 1880; interest six per cent. Outstanding £359,550, at \$4.84,		\$1,740,222
Second—Extra dividend loan, due 1864; over due, outstanding,		2,535

Third—Loan of 1870, interest, six per cent. Out- standing,	324,460
Fourth—Loan of 1875; interest six per cent. Out- standing,	675,000
Fifth—Loan of 1883; interest six per cent. Out- standing,	1,700,000
Sixth—Loan of 1889; interest six per cent. Out- standing,	867,000
Seventh—A consolidated loan for \$5,000,000, six per cent. interest. Outstanding,	4,664 700
	<hr/>
	\$9,973,917

The Camden and Amboy Railroad and Transportation Company are still under certain obligations to pay small annuities to persons who have been injured on the road.

The cost of the Delaware and Raritan Canal and ap- purtenances, is	\$4,520,760 21
The cost of the Camden and Amboy Railroad and equip- ments, is	\$10,663,170 58

The receipts of the Delaware and Raritan Canal Com- pany for twelve months, ending December 31, 1867, were	871,671 55
Expenses	328,514 96
	<hr/>
Current, net,	\$543,156 59

The receipts of the Camden and Amboy Railroad and Transportation Company, (including steam towing on the Raritan and Delaware,) for the twelve months ending December 31, 1867, were	8,120,511 23
Expenses,	2,440,563 77
	<hr/>
	\$569,947 46

State of New Jersey, ss: Before me, S. M. Dickinson, one of the masters in the Court of Chancery of New Jersey, personally appeared Robert F. Stockton, President of the Delaware and Raritan Canal Company, who being duly sworn, doth declare that the foregoing report, so far as concerns the Delaware and Raritan Company, is true, according to the best of his knowledge and belief.

R. F. STOCKTON.

Sworn and subscribed before me, this 21st day of January, in the year of our Lord, 1868.

S. M. DICKINSON, *M. C. C.*

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA, } ss.

Be it remembered that on this 23d of January, A. D., 1868, before me, Asa I. Fish, a Commissioner for the State of New Jersey, in the city of Philadelphia, duly commissioned and qualified, personally appeared William H. Gatzmer, President of the Camden and Amboy Railroad and Transportation Company, who being duly sworn, doth depose and say that the foregoing Report, so far as concerns the Camden and Amboy Railroad and Transportation Company, is true, according to the best of his knowledge, information and belief.

W. H. GATZMER.

Sworn and subscribed before me this 23d day of January, A. D. 1868, as witness my hand and official seal.

A. I. FISH,
Commissioner for New Jersey.

Office of the Superintendent of the Camden and Amboy Railroad and Transportation Company:

BORDENTOWN, January 1, 1868.

Report of Accidents which have occurred upon the Camden and Amboy Railroad and its branches, during the year 1867, and the cause of the same, with the names of the persons injured, and the extent of their injuries. Also the names of the conductors and engineers, and whether such conductors and engineers were retained by the Company.

March 19, 1867.—An unknown woman, in stepping from the 7 A. M., line from New York, to the station platform, at Trenton, before the train stopped, had her foot accidentally caught between the car and platform, injuring it quite seriously. J. P. Goldy, conductor, and Wm. Provost, engineer; both retained in the company's service.

March 19.—Levi Dean, while sitting on the track, near South river, was struck by the engine of a coal train, and slightly injured. Samuel Brannin, conductor, and Charles P. Carty, engineer, both retained in the company's service.

April 29.—James Thompson, brakeman on a freight train from Camden, was found on the top of one of the cars badly hurt, supposed to have been struck by a bridge at Cranberry; he died of his injuries shortly afterwards. As Joseph O. Stratton, conductor, and Benjamin Larrison, engineer, were not in fault, both were retained in the company's service.

April 29.—Purnell Tatem, brakeman on a freight train from Camden, fell off at the Mount Holly branch while drilling, injuring him fatally. The conductor, Samuel Fenton, and engineer, Ridgeway

Guantt, not being in fault, both were retained in the company's service.

May 9.—John F. Deal, of Philadelphia, was struck by the engine of the 12 M. line from New York, while crossing the track at Fish House, killing him instantly. The coroner's jury exonerated the company from all blame or censure. As the conductor, Ralph Vankirk, and engineer, Benjamin Jobes, were not in fault, both were retained in the company's service.

May 13.—R. V. Wood, brakeman on a freight train from South Amboy, was caught between the cars and locomotive while drilling at Yardville, and slightly injured. George Everett, conductor, and John West, engineer, not being in fault, both were retained in the company's service.

May 22.—A man named John F. Baker jumped or fell off the 10 A. M. line from Philadelphia when near Beverly, injuring him fatally. The coroner's jury exonerated the company from all blame or censure. John J. Maxwell, conductor, and James Carman, engineer, both retained in the company's service.

May 22.—Charles Turner, brakeman on a freight train from South Amboy, was seriously cut about the head by a telegraph wire coming in contact with the gig top in which he was riding.

May 27.—G. A. Holl, in the employ of the company, was slightly injured by being caught by a turn table in Camden yard.

June 25.—Frederick Tarr, a watchman, had his leg broken by a crate running against him at Camden.

July 3.—Joseph Simple, a laborer in employ of the company, was instantly killed by falling off a dirt train while in motion at Tennet's creek bridge. William Disbrow, engineer, not being in fault, was retained in the company's service.

July 15.—A child of B. Pullen's, two years old, while creeping close to the track on the Princeton Branch Railroad, was run over by a steam car, and died shortly afterward of its injuries. The conductor, Elijah Allen, and engineer, George Anderson, not being in fault, both were retained in the company's service.

August 1.—The 4:30 P. M. line from New York struck a horse and wagon crossing the track near Trenton, bruising the driver, Thomas Emmons, quite seriously. T. D. Shreve, conductor, and David Reynolds, engineer, not being in fault, both were retained in the company's service.

August 6.—James Dillon, a passenger on the 12 M. line from New York, had his thigh broken, in attempting to get on the train after it had started from Trenton depot. J. H. Simpson, conductor, and William Provost, engineer, not being in fault, both were retained in the company's service.

August 16.—Peter H. Dey, brakeman on a freight train from South Amboy, was struck by a bridge near Trenton, and seriously injured.

John Johnston, conductor, and James Capner, engineer, both retained in the company's service.

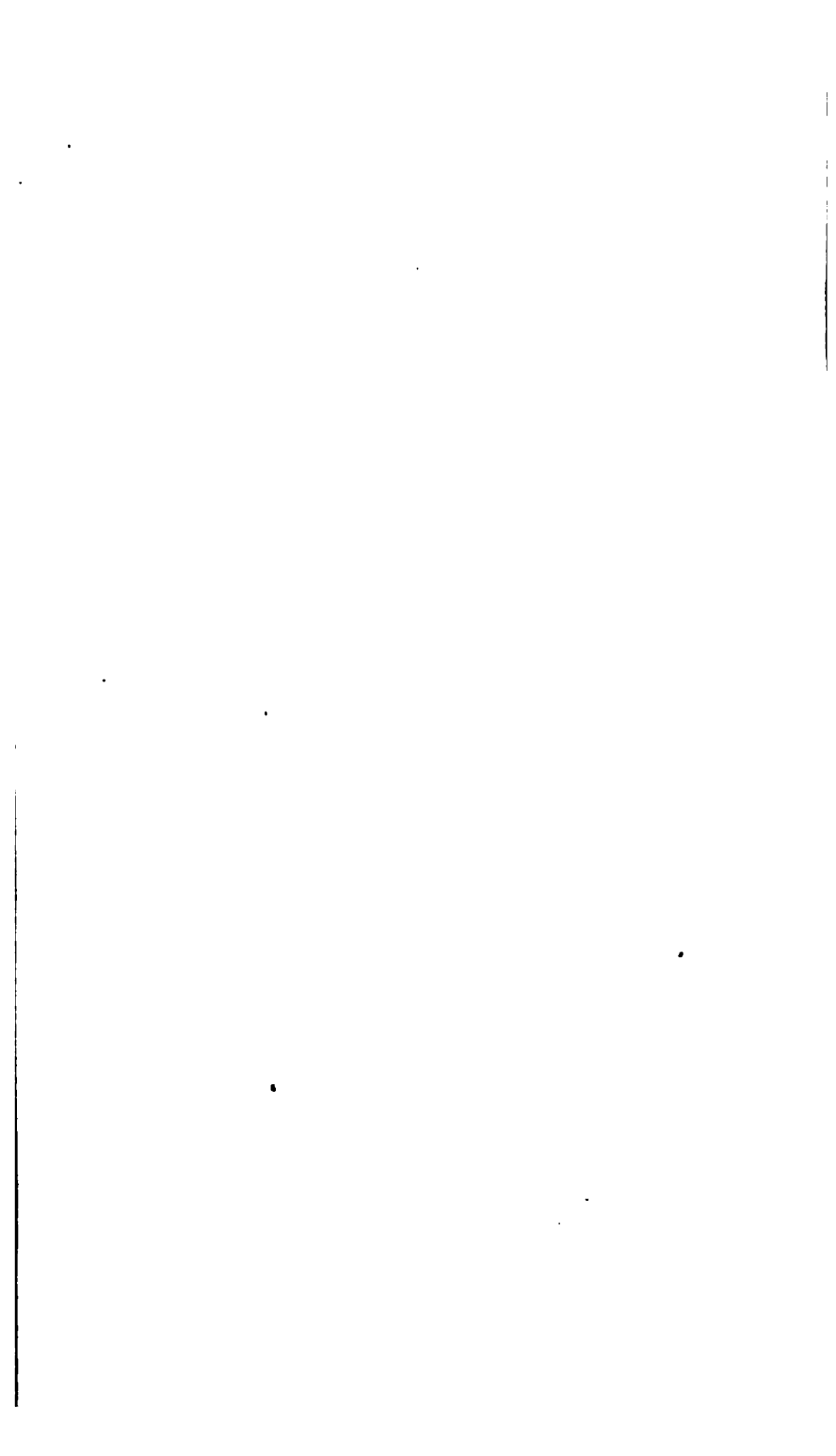
September 21.—A man named ——— Stevenson, riding on the platform of a car in the express freight train from New York, fell off at New Brunswick, injuring him quite seriously. D. T. Jefferies, conductor, and James Sanford, engineer, both retained in the company's service.

October 26.—Benjamin Gee, a watchman, was fatally injured by being caught between the cars of a freight train while drilling them, and the car house at Trenton. The conductor, George Anthony, and engineer, William Chambers, not being in fault, both were retained in the company's service.

November 26.—Jonas Bechtel, car driller, had his foot badly injured while drilling cars at Bordentown.

December 30.—Nehemiah Andrews, brakeman on a marl train, fell between the cars at Cooper's creek bridge, and was fatally injured; the coroner's jury exonerated the companies from all blame or censure. The conductor, Daniel Purdy, of the Camden and Amboy Railroad Company, and engineer, Samuel Chester, of the West Jersey Railroad Company, were both retained in the companies' service.

B. S. VAN RENSSELAER, *Superintendent.*



LONG BRANCH AND SEA SHORE RAILROAD.

In obedience to the act of Assembly, entitled an "act respecting annual reports to the Legislature of railroad and canal companies;" the "Long Branch and Sea Shore Railroad Company" present the following Report:

Capital stock paid in,	\$178,232 00
Floating debt—none.	
Principal and interest of debt paid during the year,	4,448 29
Cost of road and equipments being	<u>\$182,680 29</u>

RECEIPTS.

From passengers,	\$44,491 68
From freight,	12,889 74
	<u>\$57,381 42</u>

EXPENSES.

For working the road, including repairs, maintainance of way and contingencies,	49,345 38
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There have been no accidents involving loss of life nor personal damage during the year.

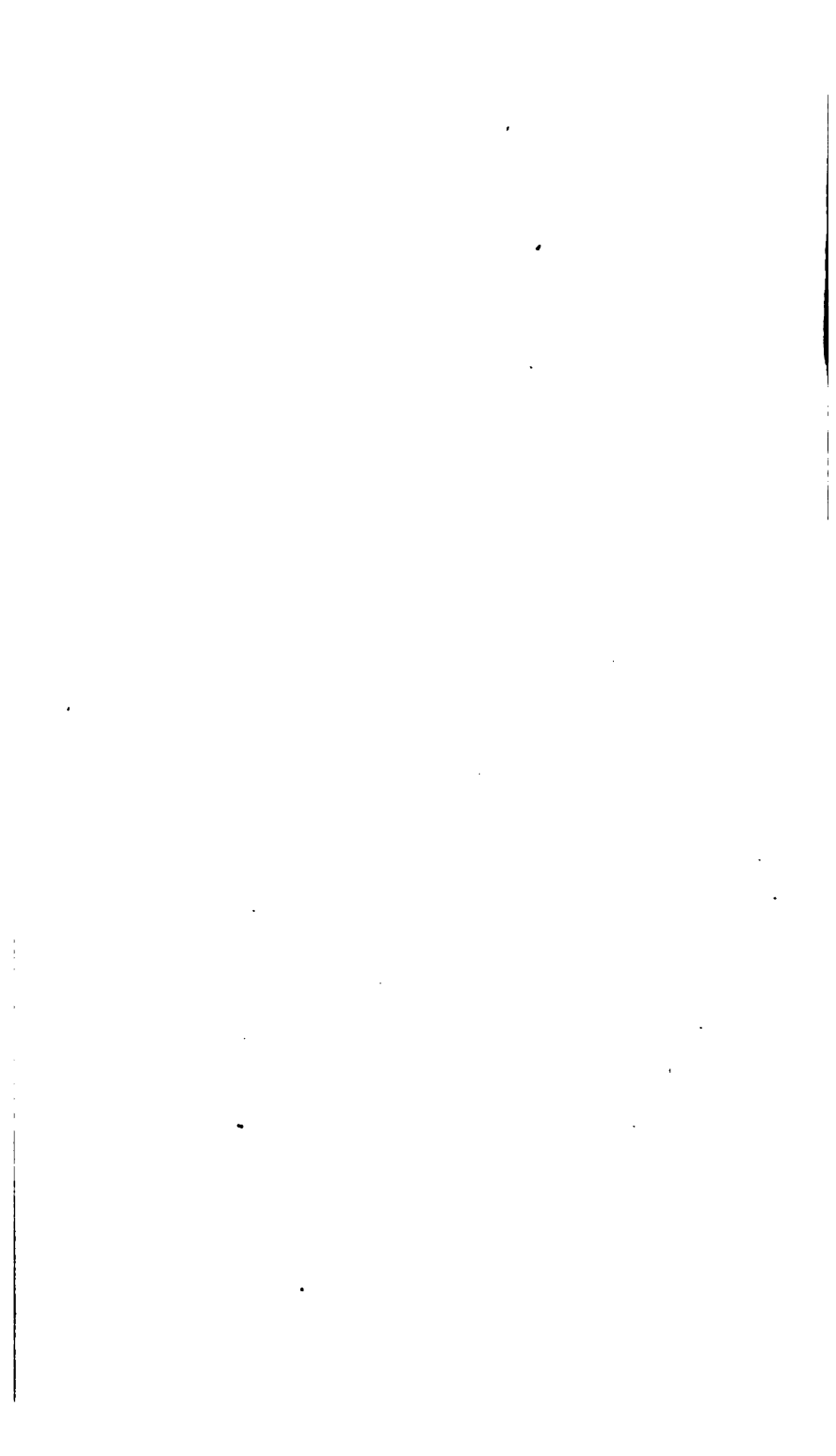
HENRY HOWLAND, *President.*

State of New Jersey, ss. Henry Howland, President of the Long Branch and Sea Shore Railroad Company, being duly sworn on his oath, saith that the foregoing Report and the matters and things therein stated, are true to the best of his knowledge and belief.

HENRY HOWLAND, *President.*

Sworn and subscribed before me this 18th day of January, A. D., 1868.

FRANCIS CORLIES,
Master in Chancery.



FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Legislature of the State of New Jersey :

Capital stock paid in,	\$230,844 80
Cost of road and equipment,	\$230,306 37

RECEIPTS.

From passengers,	19,004 86
“ freight,	36,623 90
“ United States mail,	837 29
“ Express,	125 00
	<hr/> \$55,591 05

Expenses,	44,209 14
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Net earnings,	<hr/> \$11,381 91
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Dividends paid during the year,	\$13,344 74
Number of passengers carried,	59,141 00
“ of tons of freight transported,	39,638 00
“ of miles run by passenger trains,	22,132 00
“ “ “ “ “ freight,	8,428 00

No accidents have occurred by which any person was injured.

The Treasurer reports \$96,694 33 paid out on account of the construction of that part of the road between Jamesburg and Monmouth Junction, and that he has made a temporary loan of 92,000 on account of said work.

This part of the road has been operated by the Camden and Amboy Railroad Company, since its opening.

State of New Jersey, *to wit*: Personally appeared before the subscriber, one of the Masters of the High Court of Chancery of said

State, Francis H. Holmes, President pro tem. of the Freehold and Jamesburg Agricultural Railroad Company, who, on his oath, saith the foregoing account is true, to the best of his knowledge and belief.

FRANCIS H. HOLMES, *President pro tem.*

Sworn and subscribed this 29th day of January, A. D., 1868, before me.

JOSEPH COMBS, *M. C. C.*

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey:

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the Rocky Hill Railroad and Transportation Company present the following report for the year ending December 31, 1867.

Amount of capital stock paid in,	\$45,654 16
Cost of railroad, depots, &c.,	45,068 71
Receipts,	\$11,361 00
Expenses of operating road, &c.,	8,495 00
No debt.	
No accidents have happened.	

State of New Jersey, ss.—Before me, a commissioner of deeds, personally appeared David H. Mount, President of the Rocky Hill Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report is true, according to the best of his knowledge and belief.

D. H. MOUNT.

Sworn and subscribed before me, this third day of February, A. D. 1868.

ISAAC WILLIAMSON.

State, Francis H. Holmes, President pro tem. of the Freehold and Jamesburg Agricultural Railroad Company, who, on his oath, saith the foregoing account is true, to the best of his knowledge and belief.

FRANCIS H. HOLMES, *President pro tem.*

Sworn and subscribed this 29th day of January, A. D., 1868, before me.

JOSEPH COMBS, *M. C. C.*

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the Rocky Hill Railroad and Transportation Company present the following report for the year ending December 31, 1867.

Amount of capital stock paid in,	\$45,654 16
Cost of railroad, depots, &c.,	45,068 71
Receipts,	\$11,361 00
Expenses of operating road, &c.,	8,495 00
No debt.	
No accidents have happened.	

State of New Jersey, ss.—Before me; a commissioner of deeds, personally appeared David H. Mount, President of the Rocky Hill Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report is true, according to the best of his knowledge and belief.

D. H. MOUNT.

Sworn and subscribed before me, this third day of February, A. D. 1868.

ISAAC WILLIAMSON.

BELVIDERE DELAWARE RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock paid in,	\$996,250 00
Funded debt,	2,245,000 00
Special loans not properly included in funded debt,	112,512 43
Temporary loans and due other companies,	430,155 24

Cost of road and equipments, exclusive of cash and materials on hand,	\$3,673 039 68
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Receipts from business during the year: Belvidere Delaware Railroad,

Passengers,	\$160,806 36
Freights, general,	138,220 59
Coal freights,	178,891 97
Miscellaneous,	100,260 39
	<hr/> \$578,179 31

Flemington Railroad,

Passengers,	\$8,783 68
General freights,	6,955 20
Coal freights,	752 92
Mail,	606 50
	<hr/> 17,098 30

Total receipts for both roads,	<hr/> \$595,277 61
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Current expenditures for the year, not including increase of materials on hand,

Belvidere Delaware Railroad,	\$405,396 99
Flemington Railroad,	21,745 81
	<hr/>

Total both roads,	427,142 80
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Nett earnings of both roads,	<hr/> \$168,134 81
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Nett earnings of Belvidere Delaware
Railroad,
Loss working Flemington Railroad,

\$172,782 32

4,647 51

\$168,134 81

No dividends have been declared.

CASUALTIES.

April 5.—At Trenton, a little boy, son of John Raymond, attempting to pass between the cars of a coal train, fell on the track; one leg was badly injured by the wheel passing over it. Conductor, Benjamin Raub; engineer, M. Ten Eyck; both retained in the company's employ.

April 6.—At Phillipsburg, an old man named Collins Mettler, who was deaf, attempted to cross the track below the street, in front of a car that was being pushed by an engine. He was caught between the car and the platform and was so injured that he died in a few minutes. Conductor, W. H. Eichman; engineer, A. P. Ingram; both retained in company's employ.

October 25.—At Phillipsburg, a laborer named Charles Heffin jumped or fell from a gravel train in motion, and falling between the cars was instantly killed by the train passing over him. Conductor, E. C. Burd; engineer, Henry Wagner, both retained in company's employ.

CHARLES SITGREAVES, *President.*

State of New Jersey, ss.—Charles Sitgreaves, President of the Belvidere Delaware Railroad Company, being duly sworn, on his oath saith, that the foregoing report of the Belvidere Delaware Railroad Company for the year 1867, and the statements therein, are correct and true.

CHARLES SITGREAVES.

Sworn and subscribed January 29, 1868, before me,

CHARLES HAIGHT,

Master in Chancery for New Jersey.

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of New Jersey :

Capital stock,	\$150,011 00
Total of funded debt,	100,000 00
Other Indebtedness,	132,349 20

The road has been worked by the Belvidere Delaware Railroad Company during the past year.

RECEIPTS.

From passengers,	\$8,783 68
“ freight,	6,955 20
“ coal do.	752 92
“ mail,	606 50
	<hr/> \$17,098 30

EXPENDITURES.

For motive power,	7,327 80
“ Car expenses,	3,412 56
“ Station,	2,483 58
“ Superintendence,	275 00
“ Commercial,	265 46
“ Repairs,	7,981 46
	<hr/> \$21,745,81

No dividends declared.

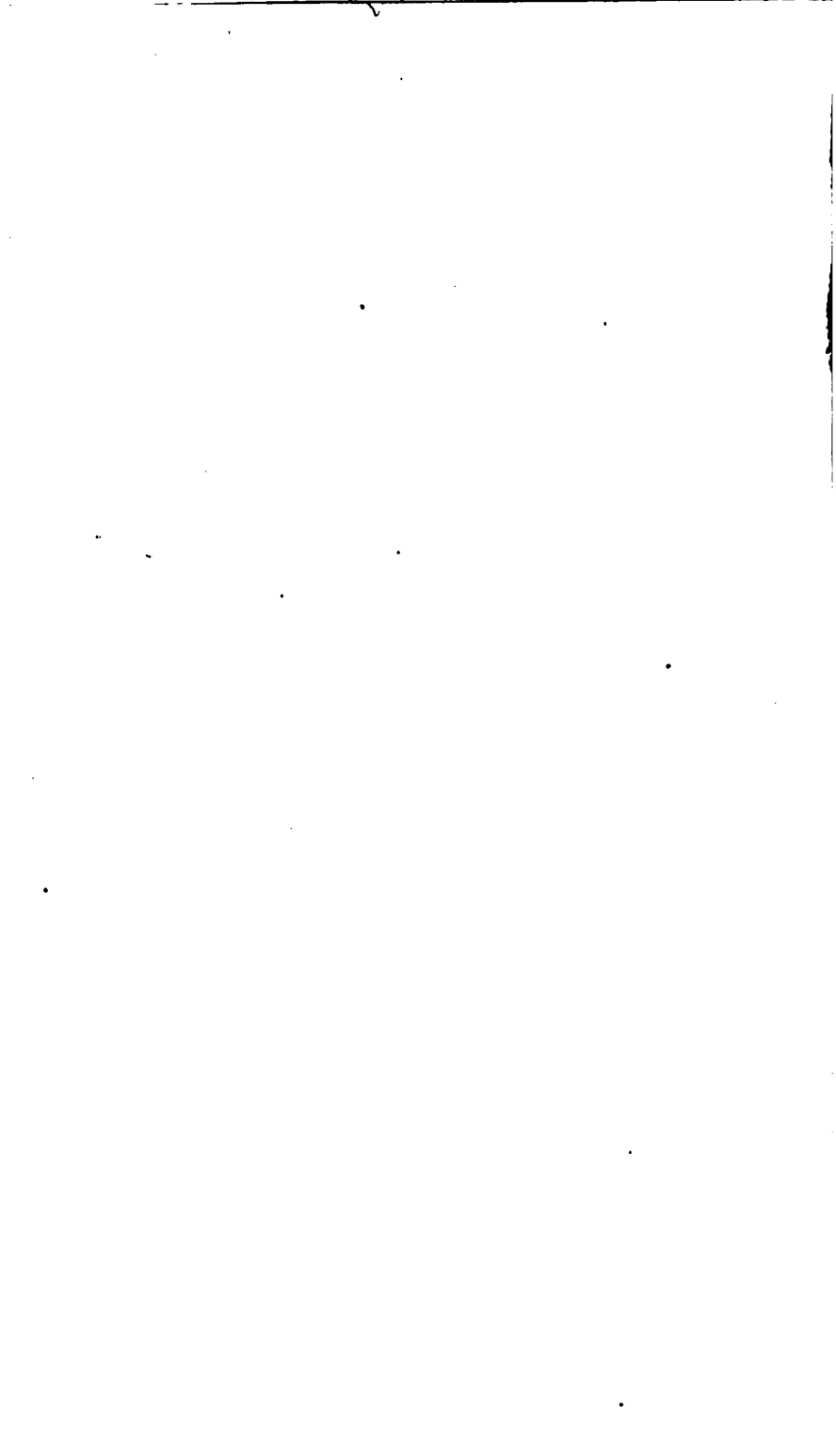
No casualties occurred on the road during the year.

State of New Jersey, Hunterdon county, ss. Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath, saith that the foregoing statement and Report is just and true, according to the best of his knowledge and belief.

CHARLES BARTLES.

Sworn and subscribed before me, January 30, 1868.

E. R. BULLOCK,
Master in Chancery of New Jersey.



CAMDEN AND BURLINGTON COUNTY RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroads and Canal Companies," approved February 24, 1852, the Camden and Burlington County Railroad Company present the following report of their affairs for the year ending 31st December, A. D. 1867 :

Capital stock actually paid in,	\$331,050 00
Mortgage loans,	319,000 00
Other indebtedness,	44,437 50
Cost of roads,	694,487 50

RECEIPTS.

From passenger travel,	\$47,333 06
From freight,	30,230 90
From U. S. Mail,	639 17

DISBURSEMENTS.

For pay roll,	\$11,828 68
For superstructure,	9,392 56
For fuel,	6,248 42
For printing and stationery,	1,119 58
For repairs of cars and locomotives,	10,868 49
For repairs of road,	9,432 24
For taxes,	1,655 53
For sundry expenses,	6,262 88
For interest on loans,	10,293 00

The road from Mount Holly to Camden was opened for use on the 21st of October last, and the receipts and disbursements for both roads since that date are included in the above.

There has been received during the year 1867, on account of the road from Mount Holly to Camden, as follows, viz:

In capital stock,	\$31,288 20
From the sale of bonds of the company,	220,063 05
For interest on moneys loaned,	663 05

And there has been disbursed during the same time on the same account as follows, viz.:

For right of way,	\$18,270 70
For grading,	57,627 62
For bridges,	12,576 52
For Iron,	144,917 83
For laying track,	31,014 90
For engineering,	1,853 72
For superstructure,	9,114 36
For buildings, &c., at Barclayville and Hartford,	5,018 36
For sundry expenses,	1,380 70

DIVIDENDS.

In pursuance of the act consolidating the Burlington County Railroad Company and the Camden, Moorestown, Hainesport, and Mount Holly Horse Car Railroad Company, there have been two dividends declared to the stockholders of the Burlington County Railroad Company, one, a six per cent. dividend payable in cash, amounting to \$10,665 00; and the other a twenty-five per cent. dividend, payable in scrip or certificates of indebtedness, amounting to \$44,437 50. The above are the only dividends made to the stockholders of said company since the 1st of January, 1864, and were intended to cover the earnings of the road since that time, which have been applied to the cost and equipment of the Burlington County Railroad.

During the year 1867 there were transported over the roads of this company, exclusive of commuters and those who ride free, as follows, viz.:

Through passengers,	84,538
Way passengers,	74,630½

The number of miles run during the year are as follows, viz.:

By passenger trains,	33,648 miles.
By freight trains,	12,517 miles.

No accidents have occurred during the year to report.

State of New Jersey, County of Burlington, ss.—Charles Bispham, President of the Camden and Burlington County Railroad Company, being duly sworn according to law, on his oath saith, that the facts,

matters, and things set forth in the foregoing statement and report, are true, to the best of his knowledge and belief.

CHARLES BISPHAM.

**Sworn and subscribed, this 23d day of January, 1868, before me,
JOHN L. N. STRATTON, M. C. C.**

CAMDEN AND ATLANTIC RAILROAD COMPANY.

To the Legislature of the State of New Jersey:

In obedience to the act of Assembly, passed February 24, 1852, entitled, "An act respecting Annual Reports, to the Legislature of Railroads and Canal Companies." The Camden and Atlantic Railroad Company, present the following Report:

Capital stock paid in,	\$1,103,043 06
Funded debt,	1,084,379 60
Floating debt,	127,870 65
Cost of road and equipments,	1,967,090 22
Interest paid during the year 1867,	87,704 04

RECEIPTS.

From passengers,	\$222,433 28
" freight,	99,374 05
" other sources,	3,600 00
	<hr/>
	\$325,407 33

Expenses of the Road for the year 1867, for working said road, including repairs, maintenance of way, motive power and contingencies,	\$177,479 03
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Accidents which have occurred during the year 1867, and the cause of the same, with the names of the persons injured, and the names of the engineers and conductors, under whose management such accidents occurred, and whether such engineers and conductors are still retained in the employ of the company.

August 7, 1867.—John Foy and Michael Cramer, both under the influence of liquor, attempted to get on the train, while in rapid motion. Foy was thrown under the wheels and instantly killed. Cramer was thrown under the cars, which passed over one of his legs. He was taken to the Penn hospital, where he subsequently died. A coro-

ners jury was impanelled in both cases, and a verdict rendered exonerating the company from all blame. Peter Steinman conductor; Charles Clendening and Sylvester Palmer, engineers. All retained.

August 24, 1867.—Martin Dinan, was found lying dead on top of one of the passenger cars, when the train arrived at Atlantic City. There was a wound over the right eye, that caused his death. Supposed to have been received by coming in contact with a bridge over Kaighn's Cut, as he was passing over the top of the cars adjusting the bell rope. The coroner of Atlantic City, examined the body, and gave a certificate exonerating the Company from all blame. Orson Beecher, conductor; John Hutchinson, engineer. Both retained.

New Jersey, ss. Personally appeared before the subscriber, one of the Masters in Chancery of said State, at my office in the city of Camden, Robert Frazer, the President of the Camden and Atlantic Railroad Company, who, on his oath, saith that the foregoing report of said Company is true.

ROBERT FRAZER.

Sworn and subscribed before me, this 28th day of January, A. D., 1868.

THOMAS P. CARPENTER, M. C. C.

WEST JERSEY RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the West Jersey Railroad Company present the following report for the year ending December 31, 1867 :

Capital stock, .	\$802,600 00
Fractional scrip,	1,555 00
Loan of 1883 (funded),	238,000 00
Loan of 1896 (funded),	780,000 00
	\$1,821,555 00

Cost of the West Jersey Railroad and equipments,	1,259,172 58
Investment by West Jersey Railroad in auxilliary works,	522,220 77
Current receipts—passengers, freight, mails, &c.,	283,240 74
Current expenses—maintaining and operating the road,	150,077 45
Taxes,	9,274 24
Interest,	58,711 50
Salem railroad (for guaranteed dividend),	2,000 00

Two dividends have been paid during the year 1867, as follows :
One of four per cent. in cash, and one of ten per cent. in stock and fractional scrip.

State of New Jersey, County of Camden, ss.—Be it remembered, that on this third day of February, in the year of our Lord eighteen hundred and sixty-eight, before the subscriber, one of the masters in chancery of said State, personally appeared Thomas Jones Yorke, President of the West Jersey Railroad Company, and George J. Robbins, Treasurer of said company, who, being duly sworn according to law, did depose and say that the above statement is true to the best of their knowledge and belief.

T. JONES YORKE, *President.*
GEO. J. ROBBINS, *Treasurer.*

Sworn and subscribed at Camden aforesaid, before me, this third day of February, A. D. 1868.

CHARLES P. STRATTON,
Master in Chancery.

ACCIDENTS.

November 18.—John Cook, a colored boy, in attempting to get off the 8 A. M. down passenger train, while passing through South Camden, fell and had his leg so badly crushed as to require amputation. Jackson Briant, the conductor, and Thomas Clayton, the engineer, not being in fault, were retained in the company's service.

December 28.—Abraham Spirling, an employee, had his foot badly crushed in attempting to get upon the 8.30 P. M. train after it had left the depot. Conductor, N. Ayars, and engineer, John C. Schenck, both retained in the employ of the company.

W. J. SEWELL, *Superintendent.*

MILLVILLE AND GLASSBORO' RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroad and other Companies," approved February 24th, 1852, the Millville and Glassboro' Railroad Company present the following report of their affairs for the year 1867 :

Capital stock as per general ledger,	\$405,020 00
Cost of road and equipments,	490,366 31
Received from rents and all other sources,	59,329 08
Paid for permanent improvements, government tax, salaries, &c., &c.,	22,846 64
Paid two dividends amounting to	51,548 00

This road being now under lease, this Company have no other knowledge of matters required than the above statement.

WM. D. KEINBLE, *Treasurer.*

State of New Jersey, Gloucester county, ss.—On this 29th day of January, 1868, personally appeared before me one of the Justices of the Peace for said county, Thomas H. Whitney, President of the Millville and Glassboro' Railroad, who, being duly affirmed according to law, declares the above to be a true and correct statement of the affairs of said company, as he verily believes.

THOMAS H. WHITNEY.

Affirmed and subscribed before me this 29th day of January, A D. 1868.

CHARLES B. WOLF, *Justice.*

CAPE MAY AND MILLVILLE RAILROAD.

To the Legislature of the State of New Jersey:

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the Cape May and Millville Railroad Company present the following report for the year ending Dec. 31, 1867:

Capital stock,	\$447,000 00
Bonded indebtedness,	200,000 00
Other indebtedness,	97,356 59
Cost of roads and equipments,	701,033 66
Current receipts,	100,576 51
Current expenditures,	89,557 34
Interest paid,	20,992 '20

No accidents have occurred on this road during the year.

H. J. TERRELL, *Superintendent.*

John G. Stevens being sworn before me, on his oath saith that he is President of the Cape May and Millville Railroad Company, and that the above is true to the best of his knowledge and belief.

JOHN G. STEVENS.

Sworn and subscribed before me, the 7th day of February, 1868.
S. M. DICKINSON, *M. C. C.*

SALEM RAILROAD.

To the Legislature of New Jersey :

Capital stock,	\$180,550 00
Bonded debt,	100,000 00
Cost of road and equipments,	278,827 80
Freight, mail, &c., during the year,	49,387 93
Current expenditures for working road,	88,061 25
Interest,	5,700 00

Guaranteed dividends of three per cent. were paid in cash in June and December, 1867.

State of New Jersey. Salem county, ss. Personally appeared before me, a justice of the peace, William F. Reeve, who having been by me affirmed, and D. W. C. Clement, who having been by me sworn on their solemn affirmation and oath, say that the above statement is true, to the best of their knowledge and belief.

WM. F. REEVE, *President.*

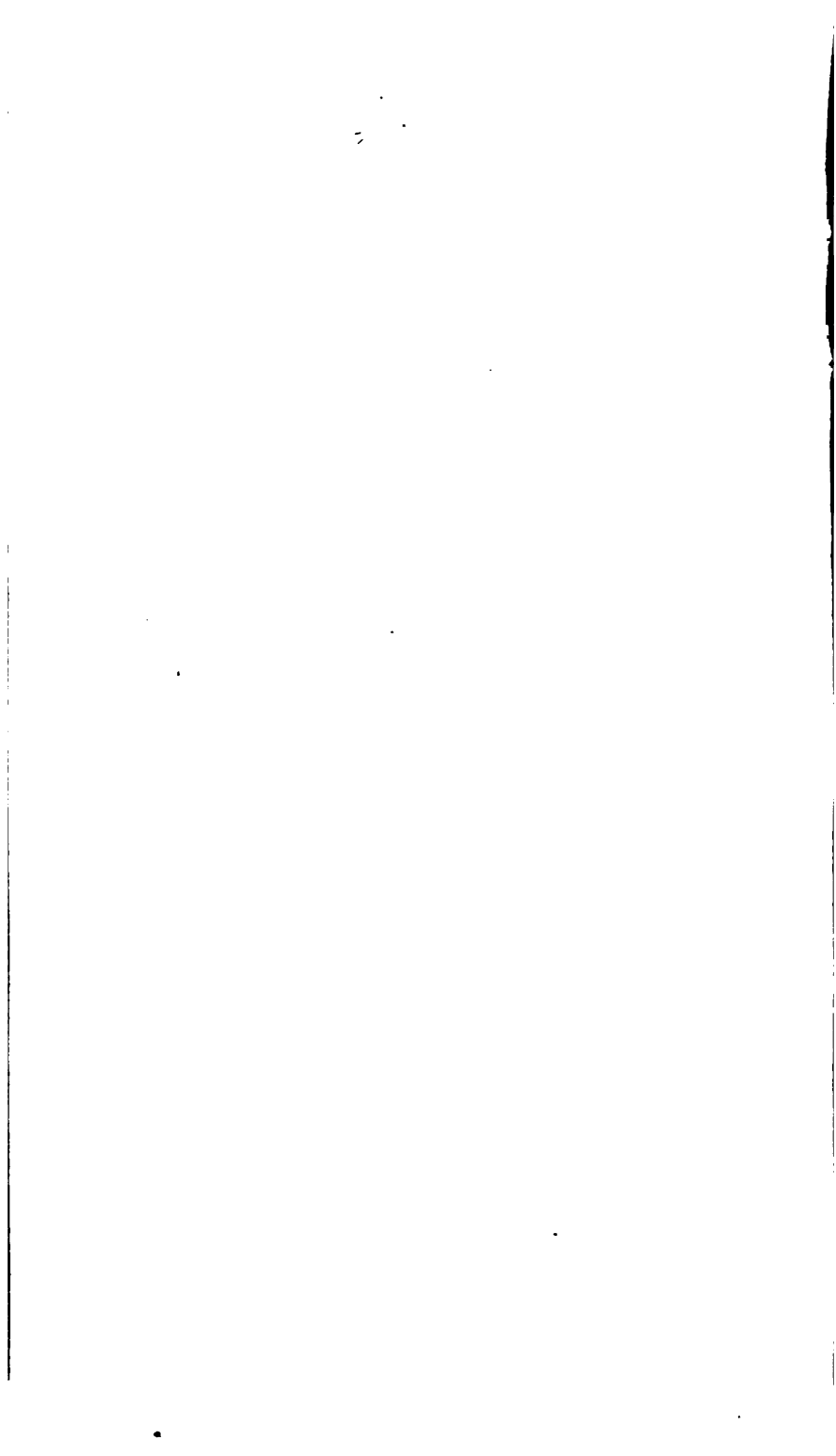
D. W. C. CLEMENT, *Secretary.*

Taken before me this 25th day of January, A. D., 1868.

THOS. V. F. RUSLING, *Justice of Peace.*

No accidents have occurred on this road during the year.

W. J. SEWELL, *Superintendent.*



NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

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To the Legislature of the State of New Jersey :

In obedience to an act passed February 24, 1852, entitled, "An act respecting Annual Reports to the Legislature of Railroads and other companies," the New Jersey Railroad and Transportation Company present the following Report :

Capital stock	\$6,000,000 00
Funded debt,	850,000 00
Bonds and mortgages,	512,614 00
Due other companies, (railroads,)	194,009,73
Profit and loss being surplus earnings, represented by permanent improve- ments, and the property and cash stated below,	109,867 73
Dividends 1st January, payable 3d Feb- ruary, 1868,	293,750 00
	\$7,960,241 46

COST OF RAILROAD AND EQUIPMENTS.

For graduation and masonry, bridges, superstructure, iron, passenger and freight stations, buildings and fixtures, engine and car houses, work shops, machinery and fixtures, engineering, land and land damages,	\$4,077,493 00
Locomotives, tenders and snow plows,	469,000 00
Cars, passenger, freight and baggage,	889,314 00

PROPERTY, VIZ. :

Bridge, ferry, turnpike and other stocks,
real estate, ferry boats, privileges and
fixtures, (including the property and

privileges purchased of the Jersey Associates for \$485,000 00,	\$2,393,297 44	
Due from other railroads,	66,497 55	
Cash in bank, cash items and balances due,	564,639 47	
		<u>\$7,960,241 46</u>

RECEIPTS.

From passengers,	1,281,454 04	
From freight,	353,072 65	
From United States mail, rents, express, freight and other sources,	230,776 67	
		<u>\$1,865,303 36</u>

EXPENSES.

Maintaining railroad, bridges, and buildings,	259,967 28	
Repairs of locomotives, cars, and machinery,	160,417 98	
Fuel, cost and labor in preparing,	150,007 47	
Operating the road and transporting passengers and freight,	428,214 92	
Office expenses, salaries and contingencies,	20,546 06	1,019,153 71
		<u>\$846,149 65</u>
Interest on bonds,	59,673 54	
Transit duty on passengers and freight,	36,799 29	
State tax on capital stock,	28,437 50	
Government tax,	65,000 32	
Sinking fund,	20,000 00	
Dividends in cash, August and February,	568,482 00	
Profit and loss to surplus earnings,	67,757 00	
		<u>\$846,149 65</u>

OPERATIONS OF THE COMPANY DURING THE YEAR 1867.

The number of passengers and tons of goods, wares and merchandise transported over the New Jersey Railroad 1867.

PASSENGERS.

Passing over the whole line of the road,	613,545
“ between Jersey City and Newark,	1,738,061½
“ “ “ “ Elizabeth,	160,049
“ “ “ “ Rahway,	163,066½

Between Jersey City and Uniontown and Metuchin,	18,387
“ “ “ New Brunswick,	136,697
“ all intermediate places,	117,084

Total, two hundred seventy-eight thousand four hundred and seven,	278,407
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Number of miles run by passenger, freight and other trains, 677,201

A. L. DENNIS,
President.

H. J. SOUTHMAYD,
Treasurer.

FRED. W. RANKIN,
Secretary.

F. WOLCOTT JACKSON,
General Superintendent.

OFFICE N. J. R. R. Co., Jan. 29, 1868.

New Jersey, Essex county, ss.—Alfred L. Dennis, of full age, being duly sworn according to law, upon his oath deposes and says that he is the President of the New Jersey Railroad and Transportation Company, and that the foregoing report of the said Company is true and correct in every particular, to the best of his knowledge, information and belief.

A. L. DENNIS,
Pres. N. J. R. R. and Trans. Co.

Sworn and subscribed this 29th day of January, A. D. 1868, before me at Newark, in the county of Essex.

CHARLES BORCHERLING, JR.,
Master in Chancery of New Jersey.

Report of accidents having occurred during the year 1867, on the New Jersey Railroad, and the cause of the same, with names of the persons injured and the extent of their injuries; also, the names of the engineers and conductors under whose management such accidents occurred, and whether such engineers and conductors are still retained in the employ of the company.

January 7.—Mrs. McClean, of Newark, in stepping from the train while in motion in the Jersey City depot, was caught between the platform and car, injuring her hip; she was taken to the New York hospital. Allen Grinstead, conductor.

January 18.—The Philadelphia train was thrown from the track near Union Town, caused by severe snow storm. It is reported Mr. L. S. Goble jumped from the train while in motion, and was injured

by falling on the hard snow against the bank. William Campbell, conductor.

January 20.—George Staley, an employee as baggage master, in attempting to get upon the 6 P. M. Philadelphia train at Market street after the train had started, slipped and fell under the wheels of the rear car, and was killed. A. Grinstead, conductor.

February 8.—As the 6 A. M. train from Newark was approaching the East Newark station, a man named James Kerr was struck by the engine while walking on the track; he was cut in the head, but not seriously injured. Thomas C. Cox, conductor.

February 9.—Rev. S. Y. Monroe, of Camden, fell from the Philadelphia train near the Point of Rocks, while the train was proceeding toward Jersey City. It was supposed he was faint, and stepped upon the platform and fell off. He was discovered lying near the track dead, by the engineer of the 11:40 train from New York. His remains were taken charge of and sent to his residence in Camden. William Campbell, conductor.

February 11.—A man named John Roney, in attempting to get on the Philadelphia train while in motion, at Rahway, fell between the cars and platform, cutting a severe gash in his head; he was intoxicated. William Coulter, conductor.

February 15.—A man named Patrick Campbell, while lying on the track, drunk, near the Perth Amboy Junction, was struck by the engine of the 6:45 train from Philadelphia, cutting off one leg. He was picked up and taken to Rahway. Ross Millen, conductor; B. Rossell, engineer.

March 8.—A man named Ingle was struck near South street, Elizabeth, by the 7:30 train while walking on the track, injuring his head and one leg. He was sent to his residence. T. Field, conductor; B. Hurst, engineer.

March 8.—Gilbert Rogers jumped from the 12 P. M. train as it was approaching the depot at Elizabeth, fell between the cars, and had his foot crushed; since died. I. Bragg, conductor.

March 21.—An intoxicated man, named Patrick Corroll, in attempting to get on the 7:10 P. M. train from New York at the Market street station, fell under the train, which passed over his body. He died during the night. Robert DeGraw, conductor.

March 22.—A German named David Winty, of Rahway, was killed near the Wheatsheaf station, by the 4:30 P. M. train from Philadelphia, while walking on the track. William Campbell, conductor; B. Rossell, engineer.

April 22.—A man named William Cole jumped from the 5:18 train on the canal bridge; he fell, and the car passed over his leg, which was afterwards amputated. Ross Parker, conductor.

May 29.—A boy named Hopkins, while attempting to run across the track ahead of the engine of the 7:15 train at Barrow street, was

struck and injured in his head and leg. Jos. Field, conductor. B. Hurst, engineer.

June 10.—An unknown man was killed while walking on the track between Linden and Elizabeth, by the Trenton freight train. George Wolsey, engineer.

June 19.—An unknown woman was killed while sitting on the track near South Broad street, Newark. She was taken to the Market street depot, where an inquest was held. Robert Degraw, conductor. Henry Hummell, engineer.

June 22.—A brakeman named Thomas McEwen got on the top of the passenger car of the 4:40 P. M. train as it passed East Newark station; his head came in contact with the arch at the depot; he fell on the top of the car; was taken to the Market street depot, where he died in a few minutes. J. Mushro, conductor.

July 6.—A man supposed to have come from New Brunswick by the freight train, was found near the engine house in Jersey City; supposed to have been asleep while the engine was backing in the house. Engineer heard a scream; he stopped the engine, and found the man in the coal pit, dead.

July 29.—As the 8:50 A. M. train from Newark was passing Centre street station, a lad named Vanness jumped from the train, and rolling against the pedestals, cut his head and took one finger off; he was taken to his home. J. F. Frazee, conductor.

August 5.—A man named Alfred Charles Geble, (secretary for Schalks) of Newark, walked through the 3:30 P. M. train after it had left the Chestnut street station to the platform of one of the cars, and stepped off. The train was going quite fast; the train was stopped; the man was picked up, and taken to Elizabeth, where medical aid was called. He died the next day. It was supposed he had fallen asleep, and while in that state walked out, thinking the train had stopped. Ross Parker, conductor.

August 20.—An unknown man, in attempting to get on the 1:50 Philadelphia train as it was going out of the depot at Market street, fell between the cars; was pulled out with the loss of a finger.

September 3.—The bodies of two young men named William Stagg and Alfred Baker, of Rahway, were found very much mutilated on the track near Rahway by the engineer of the 12 midnight train, who saw an object on the track, and after he had passed it he stopped, ran back and found the persons above stated. Supposed they were killed by a previous train. They were taken to Rahway and identified. J. Bragg, conductor. John Campbell, engineer.

September 10.—A colored man jumped from the 5:50 P. M. train from Jersey City as it was entering the depot at Market street; struck his head against a post, fell under the cars, and broke his leg in two places. J. S. Bragg, conductor.

September 13.—A boy named Hess fell from a coal car on which

he was riding, at Waverly station, unbeknown to the conductor, while the cars were drilling, and was killed. A. Gardner, conductor.

September 16.—The 4:30 P. M. Philadelphia train struck a man near Piscataway while walking on the track. He was picked up, and died before reaching New Brunswick. Ross Millen, conductor. Wm. Page, engineer.

September 30.—As the 10 P. M. train from New York was passing Waverly station a man named David Anderson was walking on the track toward the engine. Engineer saw him, blew the whistle, and applied the brakes. The man paid no attention to it; engine struck him and he was killed. Jas. Field, conductor. B. Hurst, engineer.

November 1.—A brakeman named James C. Coulter fell from the 1:30 P. M. Philadelphia train while in motion, injuring his skull. He was picked up and taken to his residence in Newark; doing well.

November 4.—An unknown man was struck by a train near East Newark and killed. He was taken to the Market street depot. R. Parker, conductor. A. Hurd, engineer.

December 7.—A respectable man named Lewis Brown, residing at Elizabeth, had his foot taken off as the train was starting from the depot. Mr. Brown walked directly to the front of the engine; the driving wheel passed over his foot, crushing it. He was taken to his home, and died in a few days. Ross Miller, conductor. P. Bates, engineer, still in the employ of the company.

I certify the foregoing to be a true transcript from the series of accidents sustained by the New Jersey Railroad and Transportation Company.

J. W. WOODRUFF,
Assistant Superintendent.

PERTH AMBOY AND WOODBRIDGE RAILROAD.

To the Legislature of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroads and other Companies," the Perth Amboy and Woodbridge Railroad Company present the following Report :

Length of the road six and a half miles,	
Capital stock paid in,	\$57,200 00
Funded debt,	100,000 00
Floating debt,	57,381 57
	<hr/>
	214,581 57
Cost of railroad to date, for graduation, masonry, super- structure, iron, passenger and freight stations, land damages and engineering,	214,581 57

PASSENGERS.

Passing over the whole line of road, between Rahway and Perth Amboy,	44,116
Passing between Rahway and Woodbridge,	51,877
Passing between intermediate places,	5,918
	<hr/>
Total,	101,911
Number of tons of goods, wares, &c.,	5,646

RECEIPTS.

From passengers,	\$13,276 08	
From freight,	2,823 89	
	<hr/>	\$16,099 97
Expenses,		13,648 45
		<hr/>
Balance,		\$2,451 52

State of New Jersey, Middlesex County, ss: Before me one of the Masters in the Court of Chancery of New Jersey, personally appeared Martin A. Howell, President of the Perth Amboy and Woodbridge Railroad, who being duly sworn, deposeth and saith that the foregoing statement of the condition of said road is true, to the best of his knowledge and belief.

MARTIN A. HOWELL.

Sworn and subscribed the 29th day of January, 1868, before me.
WOODBRIDGE STRONG, M. C. C.

MILLSTONE AND NEW BRUNSWICK RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act passed February 24, 1852, entitled "An Act respecting Annual Reports to the Legislature of Railroad and other Companies," the Millstone and New Brunswick Railroad Company present the following report :

Length of road, 6 68-100 miles.		
Capital stock paid in,	\$102,865 00	
Floating debt,	10,649 00	
	<hr/>	\$113,014 00
Cost of railroad to date, for graduation, masonry, super- structure, iron, passenger and freight stations, land damages, and engineering,		113,014 00
Passengers, passing over the whole line of road between New Brunswick and East Millstone,		26,107½
Passing between New Brunswick and Middlebush,		6,615
Passing between New Brunswick and Voorhees,		1,917
Passing between intermediate places,		5,559½
		<hr/>
Total, forty thousand one hundred and ninety-nine,		40,199
Number of tons of goods, wares, &c.,		12,551

RECEIPTS.

From passengers,	\$8,912 58	
From freight,	6,215 68	
	<hr/>	\$15,128 21
Expenses,		10,088 30
		<hr/>
Balance,		\$5,089 91

State of New Jersey, Hudson County, ss. Before me, personally appeared, Isaac R. Cornell, President, who, by me being duly sworn

according to law, on his oath says the above report is correct and true, to the best of his knowledge and belief.

ISAAC R. CORNELL.

Sworn and subscribed before me at Jersey City, the 30th day of January, 1868.

LUTHER S. ELMER,
Master in Chancery, N. J.

NEWARK AND BLOOMFIELD RAILROAD.

To the Legislature of the State of New Jersey :

Annual Report of the Newark and Bloomfield Railroad Company to the Legislature of the State of New Jersey, showing the condition of the Company on the 1st day of January, 1868, and the operations for the year 1867.

Amount of capital stock paid in,	\$108,850 00
Cost of road and its appendages,	118,081 25
Receipts from passengers, freight, &c.,	50,880 91
Paid for repairs, maintenance of way, &c.,	44,787 98

WOOD AND COAL.

On hand January 1st, 1868,	\$2,407 00	
“ “ “ 1867,	1,638 50	
	<hr/>	\$778 50

PASSENGERS CARRIED EXCLUSIVE OF COMMUTERS AND THOSE WHO RIDE FREE.

Between Newark and Roseville,	4,749
“ “ “ Bloomfield,	154,386
“ “ “ Montclair,	88,772
Way passengers,	4,031
	<hr/>
	251,938

The number of miles run during the year is twenty-five thousand (25,000.)

No accidents during the year.

New Jersey, Hudson county, ss.—Ira Dodd, President of the Newark and Bloomfield Railroad Company, being duly sworn, on his oath saith,

that the facts, matters and things in the foregoing statement and report contained are true to the best of his knowledge and belief.

IRA DODD, *President.*

Sworn and subscribed before me, this 3d day of February, A. D. 1868.

A. G. SAYRE,
Master in Chancery.

MORRIS AND ESSEX RAILROAD.

To the Legislature of the State of New Jersey:

Capital stock,	\$3,616,350. 00
Certificate of indebtedness issued for dividends payable in stock or otherwise,	120,405 25
Certificates of fractions of shares of stock issued for dividends,	12,256 25
Funded debt,	6,847,437 50
Floating debt,	867,570 13
Profit and loss,	513,206 00
	<hr/> \$11,477,225 13

COST OF ROAD.

Main Line,	7,014,772,66
Branch from Denville to Boonton,	249,720 54
Improvements at Hoboken,	524,,235 70
Station houses, buildings, &c.,	176,867 28
	<hr/> \$7,965,596 18
Engines,	1,233,176 64
Cars,	1,264,835 34
	<hr/> \$2,498,011 98
Other property, fuel, material, &c.,	417,236 81
Premium and discount,	412,397 81
Cash and bills and accounts receivable,	183,982 35
	<hr/> \$11,477,225 13

EARNINGS.

From passengers, freight, mails, and sundries,	\$1,382,840 17
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OPERATING EXPENSES.

Repairs, maintenance of way, motive power and contingencies,	1,118,292 78
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DIVIDENDS.

One dividend has been declared during the year payable in stock and cash,	128,947 38
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NUMBER OF PASSENGERS CARRIED.

There have been transported over the road during the year, 1,173,398, exclusive of commuters and those who ride free.

NUMBER OF MILES RUN BY TRAINS.

Passenger trains,	354,375
Freight do.	304,984
Construction switching and gravel trains,	153,516
Fuel trains,	14,653

New Jersey, Hudson County, ss. Theodore F. Randolph, President of the Morris and Essex Railroad Company, being duly sworn, on his oath saith that the facts, matters and things in the within statement and Report contained, are true, to the best of his knowledge and belief.

THEO. F. RANDOLPH,
President.

Sworn and subscribed before me, this 4th day of February, 1868.

A. G. SAYRE,
Master in Chancery.

FATAL ACCIDENTS ON THE MORRIS AND ESSEX RAILROAD DURING THE
YEAR 1867.

March 18.—A brakeman, named John Hager, fell between the cars of a freight train in motion near Millburn, and the train passed over him, instantly killing him. Coroners inquest was held, and the jury decided that his death was the result of accident. J. Moser, engineer; J. S. Bowers, conductor; both still in the employ of the Company.

March 26.—A man named Thomas Dougherty, attempted to get on a passenger train after it had started from Orange Station, but missed his footing and fell upon the track, the rear car passing over and killing him. Inquest not considered necessary by county physician.

J. B. Scripture, engineer; W. D. Dalrymple, conductor; both still in the employ of the Company.

April 15.—A man named David Ryan, got into an empty coal car in a train at Dover, without the knowledge of the conductor, while the train was in motion, near Stanhope, the trap door of the car fell down, and Ryan fell through on the track, being injured so severely that he died the same day. Inquest not deemed necessary by county physician. J. B. Craig, conductor; George Fuller, engineer; both still in the employ of the Company.

April 27.—A woman named Margaret Kearney, aged 80 years, was walking on the track near Hoboken, and was struck by the engine of the Easton train, injuring her so that she died soon after. Coroners jury decided that her death was accidental, and that no blame could be attached to the company or its employees. Andrew Blauvelt, engineer; M. A. Sayre, conductor; both still in the employ of the Company.

May 1.—Thomas Gorman, an employee of the Company, while repairing cars at Hoboken, was caught between two freight cars, and injured so that he died soon after; Charles Miller, engineer of the drill engine; still in the employ of the Company.

May 21.—The body of a man named Uzal Ball, was found lying by the track near South Orange, and it was presumed that he had been struck by a freight train during the night. No inquest was held.

June 3.—A man named Peter Kaggan, who was believed to be intoxicated, was lying on the track, near Chatham, and was run over by the mail train, injuring him so that he died shortly after. An inquest was held, and the jury exonerated the Company and employees from all blame. Thomas Keenan, engineer; T. W. Bentley, conductor; both still in the employ of the Company.

June 13.—A man named Augustus Wenbrenner, stepped from the road on the track, just in front of the engine of a gravel train near Orange, he was struck by the engine, and died soon afterwards. An inquest was held, and the jury gave as the verdict, that the engineer was guilty of manslaughter, but he was afterwards acquitted. Charles Garrison, engineer; George Simmermacher, conductor; both still in the employ of the Company.

July 27.—A woman named Sarah Deigman, was found near the track, badly injured, and it was supposed that she had been struck by a passing train, she died soon afterwards, and an inquest was held, at which it was decided that she came to her death by accident.

August 1.—George Martin, a brakeman in the employ of the Company, fell through a bridge near Phillipsburg, and was found dead soon afterwards. An inquest was held, and the jury censured the Company for not covering the bridge.

September 20.—A newsboy named John Mahoney, attempted to jump off the train before stopping at South Orange, and fell under the cars, injuring him so that he died in six days afterwards. No in-

quest was deemed necessary. J. B. Scripture, engineer; W. H. Wertheiser, conductor; both still in the employ of the Company.

September 21.—A man named Wm. McIntee, said to have been intoxicated, attempted to get on a train after it had started from Orange station, and fell under the cars, which passed over him, killing him instantly. W. R. Doty, engineer; A. B. Fuller, conductor. Both still in the employ of the company. No inquest was deemed necessary.

September 30.—Engine of mail train ran into train of coal cars at Chatham. Robert Osmun, a brakeman, in the employ of the company, was caught between the platforms of the passenger cars and injured so that he died. An inquest was held, and the jury censured the station agent for not keeping the track clear at the station. Thos. Keenan, engineer; T. W. Bentley, conductor. The latter is still in the employ of the company.

October 5.—The body of a man named Ward Dempsey was found near the track between Rockaway and Dover, and it was presumed that deceased got on one of the night coal trains without the knowledge of the conductor, and fell off; was said to have been intoxicated when last seen alive.

Total accidents, 14.

New Jersey, Hudson county, ss —Theodore F. Randolph, President of the Morris and Essex Railroad Company, being duly sworn, on his oath saith, that the facts, matters and things in the foregoing statements and report contained are true to the best of his knowledge and belief.

THEODORE F. RANDOLPH

Sworn and subscribed before me this 4th day of February, A. D. 1868.

A. G. SAYRE,
Master in Chancery.

SUSSEX RAILROAD.

To the Legislature of the State of New Jersey :

Annual Report of the Sussex Railroad Company to the Legislature of the State of New Jersey, on the 1st day of January, 1868, and their operations for the year 1867.

Capital stock,	\$258,189 68	
Funded debt,	200,000 00	
Floating debt,	1,289 77	
	<hr/>	\$459,379 40

Cost of road and its appurtenances,		459,379 40
Receipts for passengers, freight, express, mail, &c.,		66,638 83
Sussex extension surveys,	2,827 14	
Current expenses,	83,672 56	
Paid interest on bonds,	12,441 95	
Internal revenue tax,	666 28	
New rolling stock,	15,115 39	
	<hr/>	\$64,223 42

Number of miles run by passenger and freight trains (about), 27,750

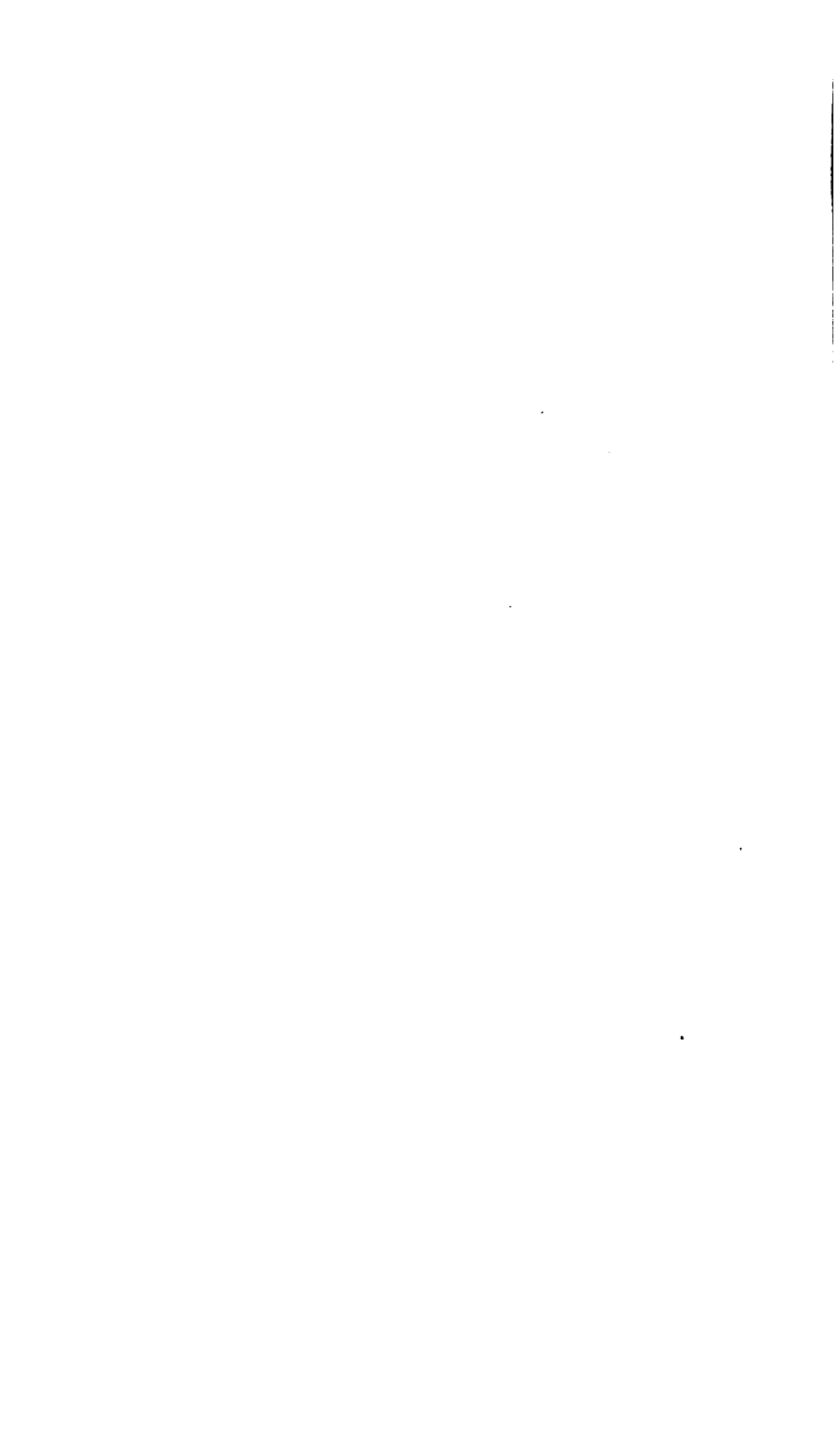
No deaths by accident.

Sussex county, ss.—John I. Blair, the President of the Sussex Railroad Company, being duly sworn, on his oath saith, that the statements of the within report are true to the best of his knowledge and belief.

J. I. BLAIR.

Sworn and subscribed at Newton, January 16, 1868, before me.

DAVID THOMPSON,
Master in Chancery.



HACKENSACK AND NEW YORK RAILROAD.

To the Legislature of the State of New Jersey:

Capital stock of this company,	\$100,200 00
Funded debt,	57,500 00

PAID ON CONSTRUCTION ACCOUNT.

From receipts in 1862,	3,508 26
“ “ 1863,	3,688 79
“ “ 1864,	1,549 07
“ “ 1865,	11,570 14
	<hr/>
	\$178,016 26

RECEIPTS OF ROAD FOR THE YEAR.

From passengers, freight, mail, &c.,	\$63,567 16
Expenses of working road, including salaries, &c.,	\$37,888 48
To Erie Railway for use of track, &c.,	16,455 96
To other expenses, including Government tax,	983 72
To interest paid on bonds,	3,400 00
	<hr/>
	\$58,228 16
Paid on construction account, balance of earnings,	<hr/> \$5,839 00
No dividends have as yet been paid by the company.	

During the last summer a child in crossing the track was run over by the locomotive and cars, and killed. No censure was laid upon the engineer or conductor; considered accidental, and they are still in the employ of the company.

New Jersey, Bergen county, ss.—Garret G. Ackerson, President of the Hackensack and New York Railroad Company, being duly

sworn, on his oath saith, that the facts, matters and things in the above report contained, are true to the best of his knowledge and belief.

G. G. ACKERSON.

Sworn and subscribed before me, this 20th day of January, A. D. 1868.

M. M. KNAPP,
Master in Chancery of New Jersey.

PATERSON AND HUDSON RIVER RAILROAD.

To the Legislature of the State of New Jersey:

The President of the Paterson and Hudson River Railroad Company respectfully reports that the capital stock of the said Company is now \$630,000.

The rent of the road is \$53,400 per annum.

Two dividends of 4 per cent. each, amounting to \$50,400, have been declared.

There is no funded debt of this Company.

The said road being now under lease to and managed by another Company, sanctioned by the Legislature of this State, this Company has no knowledge of the matters required,

All of which is respectfully submitted,

ROBERT BAYARD,

President.

Personally appeared before me, Robert Bayard, who being by me duly sworn according to law, deposeth and saith he is President of the Paterson and Hudson River Railroad Company, and that the above statement is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, this 18th day of January, A. D. 1868, at the city of New York, in the State of New York.

ELIJAH H. RICKER,

Notary Public, residing in the city of New York.

ACCIDENTS.

November 14, 1866.—Sarah Barrett, citizen, killed. In getting from one track to the other to avoid a passing train, was run over by a train going the opposite direction to Paterson.

Dec. 5.—E. C. J. Mellrado, fireman, killed. While oiling the valves of the engine, he fell off and broke his neck, at Paterson.

Dec. 10.—Patrick Bourke, citizen, killed. Was struck by an engine as he was walking on the track, and intoxicated, near Paterson.

January 6. 1867.—Jos. J. D. Beune, citizen, injured. Was crossing the track at Boiling Spring.

Jan. 10.—Michael Noonan, employee, killed. Fell from a car and was run over, at Jersey city.

Feb. 13.—Mr. Decker and boy, citizens, injured. Were struck by an engine while crossing the track with horse and wagon, at Jersey City.

February 23.—James Watt, citizen, killed. Supposed to have been struck by train while walking on the track at Passaic.

April 15.—Unknown child, injured slightly. Was struck by engine in crossing the track at Passaic.

May 10.—George Rosencrans, brakeman, killed. His foot was caught in a frog while coupling cars, and he was run over at Jersey City.

May 18.—Martin Farrell, passenger, injured. Fell on the track in getting off train while in motion at Boiling Spring.

May 20.—John Kane, brakeman, injured; was thrown from the train by bell rope catching his legs at Ridgewood.

June 8.—J. Hall, citizen, injured. Walking on the track at Hohokus.

July 1.—William Maxon, engineer, killed. In attempting to get on the train he fell under the cars at Jersey City.

August 2.——— Bogert, citizen, killed. This boy was crossing the track when struck by an engine at Passaic.

August 5.—William P. Townsend, passenger, injured. He was intoxicated, and fell off the train at Passaic.

The Erie Railway Company has operated, during the past year, the roads of the Paterson and Hudson River, and Paterson and Ramapo Railroad Companies, under the lease made by said companies in connection with the Erie Railway Company, and has repaired and maintained said roads, and has furnished all the motive power used thereon; and the particulars of such operations and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified as applied exclusively to said roads.

City and County of New York, ss.—John S. Eldridge, President of the Erie Railway Company, being duly sworn, deposeth and says that the above report is true and correct, to the best of his knowledge and belief.

JOHN S. ELDRIDGE, *President.*

Sworn and subscribed before me, this 20th day of January, 1868.

MORTIMER SMITH,

Commissioner of Deeds for New Jersey in New York.

NORTHERN RAILROAD.

To the Legislature of the State of New Jersey :

Cash capital,	\$159,100 00
Funded debt (bonds),	300 000 00
Floating debt,	62,144 88
Cost of road and equipments,	495,044 11
Earnings—year ending September 30, 1867 :	
From passengers and commuters,	169,351 80
“ freight,	68,441 67
“ mail, express, &c.,	14,572 27
Expenses—same time :	
Operating,	203,907 43
Terminal,	33,654 10
Passengers carried (including commuters),	511,882
Freight “ (tons),	20,240
Miles run,	128,394

ACCIDENTS.

August 7.—Andrew B. Hopper, fireman, while at his post, was killed by a freight car loaded with lumber coming in collision with the engine near Orangeburgh station. Said car was on a side track near Blauveltville station, and while a freight train was switching another car, the one above-named commenced moving, and though every effort was made to stop it, failed, and the approaching train could not be warned of the danger.

John Oblines, James Curry, brakeman, and John Fogel were injured, but no bones were broken, and they soon recovered. The last named man was on the tender of the engine without the knowledge of any person on the train.

The above accident was not the result of carelessness of any person in the employ of this company.

THOMAS H. HERRING, *President.*

Hudson county, ss.—Thomas H. Herring being duly sworn accord-

ing to law, on his oath saith, that he is President of the Northern Railroad Company of New Jersey, and that the matters and things set forth in the foregoing statement and report are true to the best of his knowledge and belief.

THOMAS H. HERRING.

Sworn and subscribed this 10th day of January, A. D. 1868, before me, at Jersey City.

CHAS. H. VOORHIS,
Master in Chancery.

PATERSON AND RAMAPO RAILROAD.

To the Legislature of New Jersey :

Capital stock actually paid in, \$248,000 00

AMOUNT OF FUNDED DEBT, VIZ.:

Bonds outstanding,	\$85,000	
Bonds redeemed,	15,000	\$100,000 00
Cost of road and equipment,		350,000 00
Income rent from Erie Railway Company,		26,500 00
Income interest from sinking fund,		1,620 60
Dividends, 6 per cent. on \$248,000,		14,880 00
Expense for contingencies, taxes, &c.,		3,645 88
Paid, sinking fund, to redeem bonds,		5,000 00
Interests on bonds, (85,000, at 7 per cent.)		5,950 00

The said road being under lease to and operated by the New York and Erie Railroad Company, under sanction of the Legislature of New Jersey, this Company has no knowledge of the other matters required,

All which is respectfully submitted,
ROBERT BAYARD,
President.

New York, *to wit*: Robert Bayard, being duly sworn, on his oath saith, that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing Report is true, to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 18, 1868.

ELIJAH H. RICKER,
Notary Public, residing in the city of New York.

MORRIS CANAL AND BANKING COMPANY.

To the Legislature of the State of New Jersey :

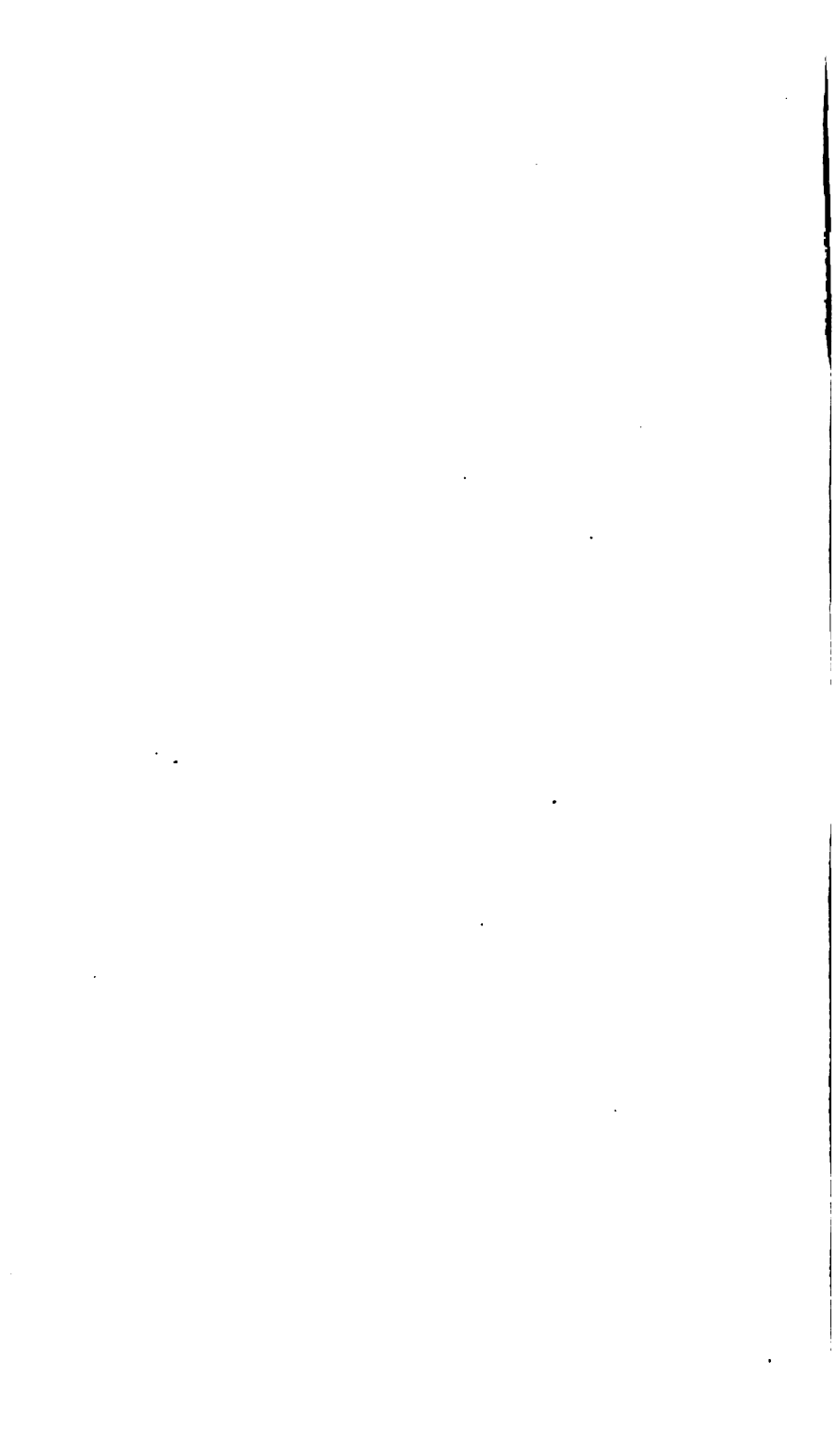
Capital stock paid in,	\$2,200,000 00
Debts, funded and other,	1,179,521 68
Cost of Canal and appurtenances,	8,379,600 08
Repairs of 1867,	195,521 89
Navigation, (lock and plane tending, &c.,)	61,720 84
Superintendence and management,	48,988 61
Income from passengers, tolls, and other sources,	441,171 57
Dividends paid in cash,	148,250 00

State of New Jersey, Hudson County, *to wit*:—Before me personally appeared William H. Talcott, who, by me being duly sworn according to law, doth depose and say, that he is the President of the Morris Canal and Banking Company, that the foregoing is a correct statement, as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and the amount of funded and other debts of said company; also of the cost of the canal and appurtenances, and of the expenditures for repairs, superintendence, and management of the same; also the income during the year 1867, from passengers, tolls, and other sources, and the amount of dividends, and how paid; arranged as above set forth, under their appropriate heads.

W. H. TALCOTT.

Sworn and subscribed before me this 30th day of January, A. D. 1868, at Jersey City, in the county aforesaid.

LUTHER S. ELMER,
Master in Chancery for New Jersey.



HIBERNIA MINE RAILROAD COMPANY.

To the Legislature of New Jersey :

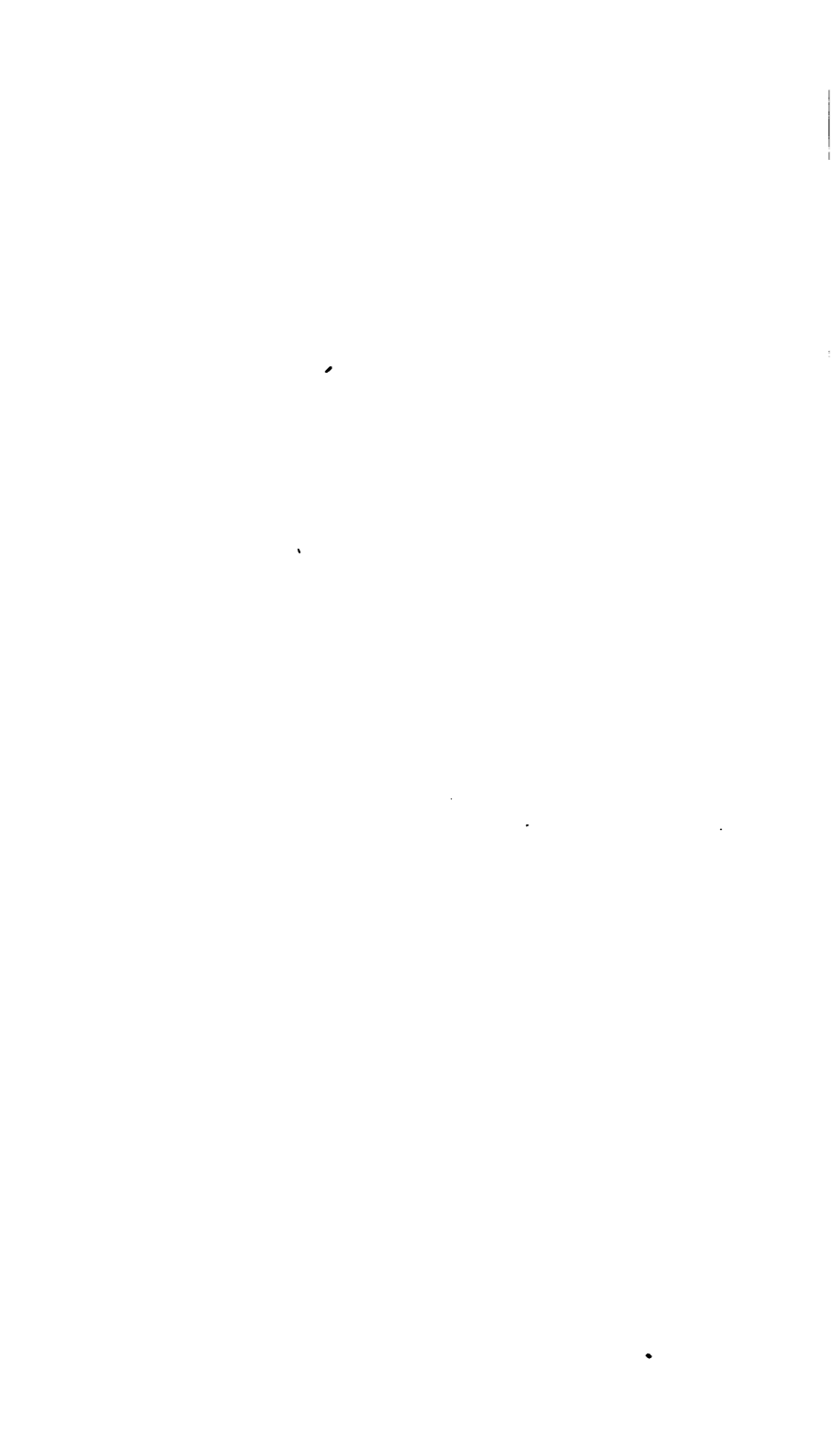
The capital stock of said company is	\$25,000 00
Receipts during 1867,	89,139 25
Expenses,	38,283 17
	<hr/>
	\$856 08
Surplus on hand January 1, 1867,	12,542 88
	<hr/>
Balance January 1, 1868,	\$13,398 96

State of New Jersey, Morris County, *ss.*—George Richards, President of the said Hibernia Mine Railroad Company, being duly sworn according to law, on his oath saith that the above statement is correct, to the best of his belief.

GEORGE RICHARDS, *President.*

Sworn and subscribed before me, this 31st day of January, A. D. 1868.

GEORGE GAGE,
Master in Chancery of New Jersey.



OGDEN MINE RAILROAD COMPANY.

To the Legislature of the State of New Jersey :

The capital stock of said company is		\$450,000 00
Receipts,		44,558 97
Expenses,	\$21,101 80	
Dividends of three per cent.,	18,500 00	
		34,601 80
Balance on hand,		\$9,957 17

State of New Jersey, Morris County, ss.—George Richards, President of said Railroad Company, being duly sworn according to law, on his oath saith, that the above statement is correct and true.

GEORGE RICHARDS, *President.*

Sworn and subscribed before me, this 8th day of February, A. D. 1868.

GEORGE GAGE,
Master in Chancery of New Jersey.

RARITAN AND DELAWARE BAY RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act approved February 24th, 1852, the Raritan and Delaware Bay Railroad Company present the following report for the year ending December 31st, 1867 :

Capital stock,	\$2,530 700 00
First mortgage bonds,	1,000,000 0
Second " "	250,000 00
Equipment "	296,000 00
Toms River (Branch) Railroad Bonds.	118,500 00
Other debts and obligations,	1,066,867 02
	<hr/>
	\$5,262,067 02
Cost of railroad and equipment,	4,098,592 45

The road has been operated during the year by W. S. Sneden & Co., lessees, who make the following statement :

Number of passengers carried during the year, not including commuters or free passengers,	193,423
Tons of freight transported during the same period,	76,142
Total receipts from passengers, freight and other sources,	\$431,361 62
Total expenses of operating, including repairs, maintenance of way, motive power, taxes and contingencies, including also payments for construction and lien,	424,697 96

ACCIDENTS.

March 4.—As the passenger train running from the Port Monmouth boat was leaving Port Monmouth station, James Blizard, who

had some two years since been employed on the road as track foreman, attempted to get on the train while it was in motion, but missed his footing and fell under the wheels. The last truck of the rear car passed over his right leg, breaking it below the knee. He had been drinking freely, and was very much intoxicated. His leg was amputated by competent surgeons, but he died on the 21st of March. H. L. Stebbins, conductor; C. Hart, engineer. Both retained.

March 23.—An unknown man, supposed to be a German, who had been seen about the country begging, was found dead alongside the track near Haystack bridge. He had evidently been run over by a train in the night, but by which train could not be ascertained. The body was taken in charge by Robert Miller, Esq., Justice of the Peace for Howell township, and buried in the Quaker burying-ground at Squankum.

July 16.—As the express train for Camden was running at its usual rate (about 25 miles per hour) one and a half miles south of Woodmansie, the engineer noticed two women and three children in the act of crossing the track about 200 yards a head. One of them instead of crossing over, started to go down the track, when the engineer blew his whistle, but finding that she kept on the track, he reversed his engine, but could not stop in time. She was run over and horribly mutilated. It was stated that the woman, whose name was Mrs. Brewer, had frequently been out of her mind. The coroner, John Scott, esq., exonerated the train men from all blame. E. S. Taylor, conductor; W. Cook, engineer, both retained.

July 20.—Michael Conner, a laborer employed on the pier, but not on duty that day, got off a train at Highland station, about 9:10 P. M., in a state of intoxication. The next morning he was found lying across the rail, between Highland and Middletown, his body nearly cut in two. The supposition is that he was making his way home, but being intoxicated, laid down on the track, and was run over by the train No. 8, which passed there about 11:15 P. M. A. P. Lary, conductor; B. Seymour, engineer, both retained.

Aug. 14.—During the afternoon and evening of this day, a very heavy rain storm was raging, which after night-fall broke away a dam a short distance above the Shamong bridge. The consequent rush of water from the extensive pond, undermined the embankments at the end of the bridge, and precipitated the engine of the train No. 8, into the stream, instantly killing the conductor, William Wells, who was riding on the engine, to assist in looking out ahead. He was crushed between the engine and tender, causing death almost instantly. They were running very cautiously, and the head-light showed that everything was apparently right until the engine reached the bridge. The track men had passed over it about a half an hour before, but the dam had not then given way.

State of New Jersey. William Lewis, Treasurer of the Raritan

and Delaware Bay Railroad Company, being duly sworn on his oath, saith that the office of President of said Company is vacant, and the foregoing statement is just and true, to the best of his knowledge and belief.

WILLIAM LEWIS.

Sworn and subscribed before me, this 18th day of February, 1868.

CHRISTIAN VON HESSE.

Commissioner for New Jersey and a Notary Public of the State of New York.

VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock paid in,	\$25,000 00
Funded debt,	15,000 00
Floating “	4,740 19
Entire cost of the road, buildings, equipments, &c.,	45,256 60

RECEIPTS.

From freight,	\$1,249 78
“ passengers,	2,108 95
“ mail contract,	154 00
Work done by locomotive for Camden and Burlington County Railroad Company, and other sources,	801 60
Fuel, &c., on hand (paid for),	610 00

EXPENDITURES.

Monthly pay-roll,	\$1,620 00
For wood,	850 00
Repairs to road and other expenses,	1,531 13
Interest and tax paid on bonds,	900 00

No accident has occurred.

State of New Jersey, Burlington county, ss.—John S. Irick, President of the Vincentown Branch of the Burlington County Railroad Company, being duly sworn, on his oath saith, that the foregoing statement is true, to the best of his knowledge and belief.

JOHN S. IRICK, *President.*

Sworn and subscribed before me this 17th day of February A. D. 1868.

N. H. BUZBY, *Notary Public.*

ANNUAL REPORTS

OF THE

STATE DIRECTORS OF THE JOINT COMPANIES,

AND THE SEVERAL

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 1868.

TRENTON, N. J.:

PRINTED AT THE TRUE AMERICAN OFFICE.

1869.

STATE OF NEW JERSEY,
EXECUTIVE DEPARTMENT,
TRENTON, March 4, 1869. }

To the Honorable House of Assembly :

MR. SPEAKER :—I herewith submit to the Legislature the Annual Report and Statement of the business of the Delaware and Raritan Canal, and Camden and Amboy Railroad and Transportation Companies, for the year ending December 31st, 1868, made to me by the Directors (on behalf of the State) of the said Joint Companies.

Respectfully,

THEO. F. RANDOLPH.

REPORT.

To THEODORE F. RANDOLPH, *Governor of New Jersey* :

SIR :—The undersigned, Directors appointed by the Legislature to represent the State in the Joint Companies, respectfully submit their annual report as required by statute of April 16, 1846, and March 9th, 1848.

The operations of the Railroads and Canal give evidence of successful management, for the details of which you are respectfully referred to the statistics herewith annexed.

The revenue that was paid to the State from transit duties, dividends and interest, reaches the total sum of two hundred and fifty thousand six hundred and eighty one dollars and seventy-one cents, which amount corresponds with the account of the Treasurer of the State.

With the close of the year 1868, all the special privileges conferred by the State upon the Joint Companies expired, and they no longer are entitled to immunity from competing roads.

The State, during the period of their incorporation, has given its full protection to the faith which was so freely plighted in the infancy of railroads, when communication between the great marts of commerce by land was attended by so many difficulties and delays, and when capital hesitated to venture upon such hitherto untried fields, and the keenest sagacity could not have foreseen the wondrous progress which has since been made.

But few remain of those who gave direction to the railroad policy of the State as inaugurated by the charter granted to the separate and Joint Companies, yet whatever defects of judgment under the light of so rapid advancement may have since been imputed, no one will refuse the credit due to those who freely expended such vast amounts of capital in furthering the development of the internal resources of New Jersey, the evidence of which is found in the great increase of population and the searchings of capital within our borders for safe and remunerative investment.

The revenue of the State has derived most important aid from the transit duties ; and at the lapse of nearly forty years, the Joint Companies surrender the privileges which have been to them of no doubtful aid, and from henceforth lean only upon the good faith of the

State in affording a reasonable—though not special—protection to institutions so interwoven as these have been with her history and so intimately connected with her progress.

It is worthy of note that, previous to the surrender or expiration of the exclusive privilege, the Legislature should have consolidated the New Jersey Railroad and Transportation Company with the Joint Companies, between whom hitherto no chartered bond existed, they together constituting the main trunk across the State, and inseparably connecting, as the founders and pioneers of railroad enterprise in New Jersey, the names of Stevens and Stockton, of Darcy and of Jackson, now numbered with her illustrious dead. What shall be the future of these institutions in their connections with the State, deprived of the especial protection hitherto granted, must find its answer in the continued devotion and successful management which have hitherto been witnessed by those interested in the management of their affairs; it, at least, cannot be misinterpreted while they continue under the guidance of faithful and efficient officers, through all their several departments.

The "per capita" tax has led to the strange misconception in the public mind that New Jersey forces large amounts of revenue from those who cross her borders in passing from New York to Pennsylvania, though were it abolished entirely the loss would fall entirely upon the State, without a consequent reduction of fare, and the gain would accrue entirely to the Companies in proportion to the amount of through passengers carried.

The several attempts made in the National Legislature through this misconception, to construct a national road under the jurisdiction of Congress, must for this reason end in failure, as the true state of the case becomes the better understood, apart from the great wrong sought to be committed in constructing a road across her territory without the sanction of the State.

The transit duties have been the subject of much reflection. Application to the Legislature for alteration has been made, and the whole matter fully set forth in the "Memorial of the United Delaware and Raritan Canal Company, Camden and Amboy Railroad and Transportation Company and New Jersey Railroad and Transportation Company," drawn by Ashbel Welch, Esq., the General President of the United Companies.

A more liberal policy on the part of the State would seem to increase alike the revenues of the Joint Companies and of the State, in the great increase of freight which would thus be attracted to this route, and which now, by reason of the high transit duties, is lost entirely by the adoption of other railroad routes, and by sea.

The award of the Commissioners appointed to estimate the value of lands under water in Harsimus Cove has been accepted by the Joint Companies, and their bond, in the sum of five hundred thousand dollars, has been filed with the Treasurer of the State.

It is not to be denied that in view of previous legislation, and the long settled policy of the State, whereby large grants of submerged lands were made at a much inferior compensation, the award has been considered by many as excessive.

The extraordinary expenditures required to render this property of practical value, and thus make a fair return for the outlay in the erection of docks and wharves, in the purchase of adjoining property necessary for its terminus, will call for an increase of the capital stock, which, it is presumed, the Legislature will not hesitate to grant.

The State, as a stockholder of such considerable amount, will, of course, for its own protection, afford all reasonable facilities in the development of the roads.

Situated as New Jersey is, between the two great States of New York and Pennsylvania, it is only by improved railroad and canal facilities that she can find that rapid development so consonant with the energy and the enterprise of her people.

A. A. HARDENBERGH,
Of Railroad Companies.

WILLIAM PATERSON,
Of Canal Company.

TRENTON, February, 1869.

STATEMENTS.

STATEMENT A.

Receipts of the Camden and Amboy Railroad and Transportation Company for the year ending December 31st, 1868, showing Taxable Passengers and Transit Duty.

1868.	DUTIABLE PASSENGERS.	TRANSIT DUTY.	RECEIPTS.
Through Passengers via Amboy.....	32,169	\$3,216 90	
Through Passengers via New Brunswick.....	587,411	58,741 15	
Way Passengers via Amboy, dutiable.....	8,193	819 30	
Way Passengers via New Brunswick, dutiable.....	161,806	16,130 65	
Way Passengers via Amboy, not dutiable.....	422,712		
Way Passengers via New Brunswick, not dutiable.....	440,684		
Season tickets, dutiable.....	19	91 20	
Season tickets, not dutiable.....	233		
Total Passenger receipts.....			\$1,440,768 64
Philadelphia and Trenton Railroad for use of cars.....			500,000 00
United States Mails.....			17,612 87
Miscellaneous.....			3,966 31
TRANSPORTATION OF GOODS.			1,938,000 64
	Tons. cwt. qrs. lbs.		
Through freight, dutiable.....	365,341 2 3 0	54,801 15	
Way freight, dutiable.....	72,707 11 1 5	10,906 13	
Coal.....	76,149 14 3 2	1,622 97	
Way freight, not dutiable.....	246,060 12 1 20		
Gold carried.....	\$23,832,343 00	59 57	
Silver carried.....	2,523,558 00	15 77	
Amount received for packages.....	11,055 38	110 56	
		\$145,415 35	\$3,900,309 46

STATE DIRECTORS' REPORT.

STATEMENT B.

Disbursements of the Camden and Amboy Railroad and Transportation Company for the year ending December 31st, 1868.

	DOLLS. CTS.
Maintenance of Way.....	385,016 48
Motive Power.....	590,301 83
Train Expenses.....	317,504 73
Telegraph.....	27,727 83
Station and Terminal Expenses.....	716,098 56
Steamboat Expenses.....	316,484 74
General Expenses.....	129,356 59
Leases of Branch Roads.....	46,356 16
Taxes.....	46,767 97
Transit Duties.....	140,985 91
	2,716,574 80

STATEMENT C.

Transit Duties, Dividends and Interest accrued to the State of New Jersey for the year ending 31st December, 1868.

	DOLLS. CTS.
Transit Duty from Railroad.....	145,415 25
Transit Duty from Canal.....	71,708 30
Dividends on Stock.....	28,870 00
Interest on Bonds.....	2,640 00
	248,633 55

STATEMENT D.

Table Showing the Increase or Decrease of the Way Freight of the Camden and Amboy Railroad and Transportation Company.

		TONS.
In the year 1835, the way freight was.....		1,451
" 1840, " "		3,356
" 1845, " "		7,489
" 1846, " "		13,198
" 1847, " "		16,592
" 1848, " "		16,096
" 1849, " "		11,815
" 1850, " "		20,515
" 1851, " "		21,474
" 1852, " "		21,305
" 1853, " "		47,424
" 1854, " "		43,134
" 1855, " "		71,764
" 1856, " "		85,270
" 1857, " "		84,958
" 1858, " "		74,053
" 1859, " "		83,755
" 1860, " "		83,543
" 1861, " "		77,505
" 1862, " "		88,404
" 1863, " "		114,358
" 1864, " "		170,127
" 1865, " "		162,541
" 1866, " "		207,039
" 1867, " "		256,472
" 1868, " "		318,768

STATEMENT E.

Statement of Trade through the Delaware and Raritan Canal for the year 1868.

COAL.	TONS.	LBS.
Coal from Schuylkill, in boats.....	568,600	.....
Coal from Richmond, in boats.....	435,591	1080
Coal from Richmond, in sloops and schooners.....	85,492	.....
Coal from Outlet (Feeder).....	415,922	.....
Coal from Cumberland.....	293,064	2128
Coal from Greenwich.....	174,871	1702
	1,923,532	380
Quantity of timber carried through.....	2,466,568	cubic feet.
Quantity of lumber carried through.....	18,893,913	feet b. m.
Quantity of grain and feed carried through.....	1,074,227	bushels grain.
Quantity of flour and corn meal carried through.....	213,690	barrels.
Quantity of iron carried through.....	63,141	1949-2240 tons.
Through merchandise not included above.....	402,931	912-2240 tons.

STATE DIRECTORS' REPORT.

STATEMENT F.

Recapitulation of Trade through the Delaware and Raritan Canal.

RECAPITULATION.	SUPERIOR.		INFERIOR.	
	TONS.	LBS.	TONS.	LBS.
March.....	15,664	1385	32,273	911
April.....	44,911	985	243,190	444
May.....	41,589	421	277,673	539
June.....	36,617	1296	272,142	1184
July.....	32,712	653	187,094	233
August.....	35,290	2083	135,962	530
September.....	39,999	433	266,555	748
October.....	45,551	2078	338,243	351
November.....	45,031	977	231,414	81
December.....	18,026	1453	79,181	1856
	355,895	514	2,163,880	210

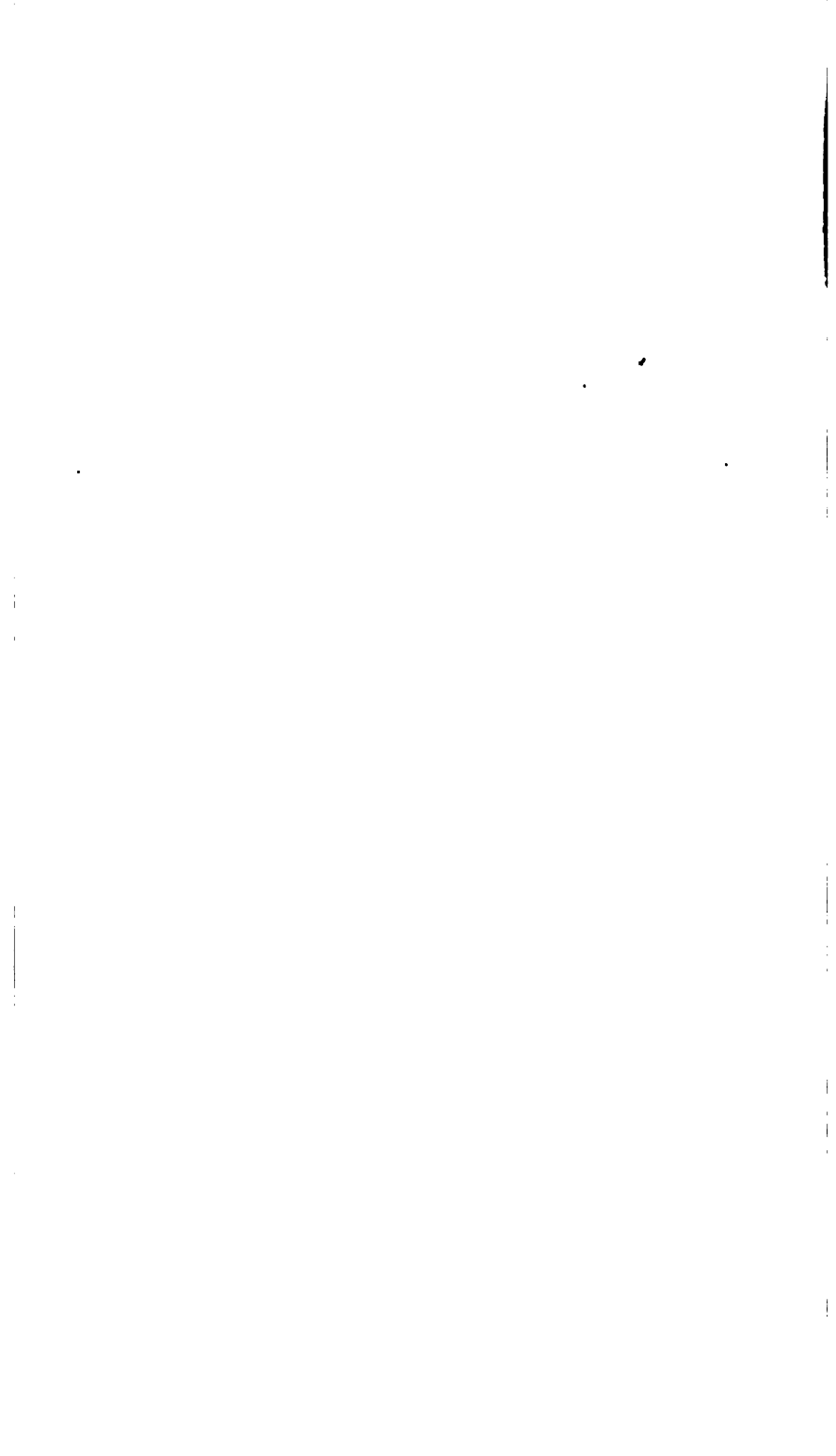
GEO. M. WRIGHT, In. and Coll.
T. G. NEILSON, In and Coll.

STATEMENT G.

Gross Amount of Receipts and Disbursements for the year ending December 31st, 1868.

RECEIPTS.		DOLLS. CTS.
Earnings of the Railroad.....		3,900,348 46
Earnings of the Canal.....		912,107 77
Steam Towing and Auxiliary Works.....		685,271 74
		5,497,727 97
DISBURSEMENTS.		
Expenses of the Railroad.....		2,528,820 92
Expenses of the Canal.....		325,560 56
Steam Towing.....		432,257 33
Interest and General Expenses.....		865,275 38
Taxes.....		49,196 51
Transit Duty—Railroad.....	\$140,985 91	
Transit Duty—Canal.....	78,185 80	219,171 71
Dividends on Stock.....	28,370 00	
Interest on Bonds.....	2,640 00	
	\$250,681 71	
Balance.....		1,077,446 56
		5,497,727 97

The foregoing sum of \$250,681.71, is the amount that has been paid into the Treasury of the State during the past year; that which accrued will be found in Statement G. Of the sum paid, \$10,000 was paid by the Canal Company for transit duties during the last quarter, by which the revenue from that source was increased so much the past, and will be diminished the same during the present year. The whole quarter due on 31st December, 1868, being \$23,667.58, is included on the books of the Company, among the vouchers and disbursements of 1868; but by the above Statement G, \$13,667.58, which was paid into the Treasury January 6th, 1869, has been deducted from the disbursements, leaving the balance of net operations of the Joint Companies more by that amount than appears by statement on their books.



ANNUAL REPORTS

OF THE

Railroad and Canal Companies

OF THE

STATE OF NEW JERSEY,

FOR THE YEAR 1868.

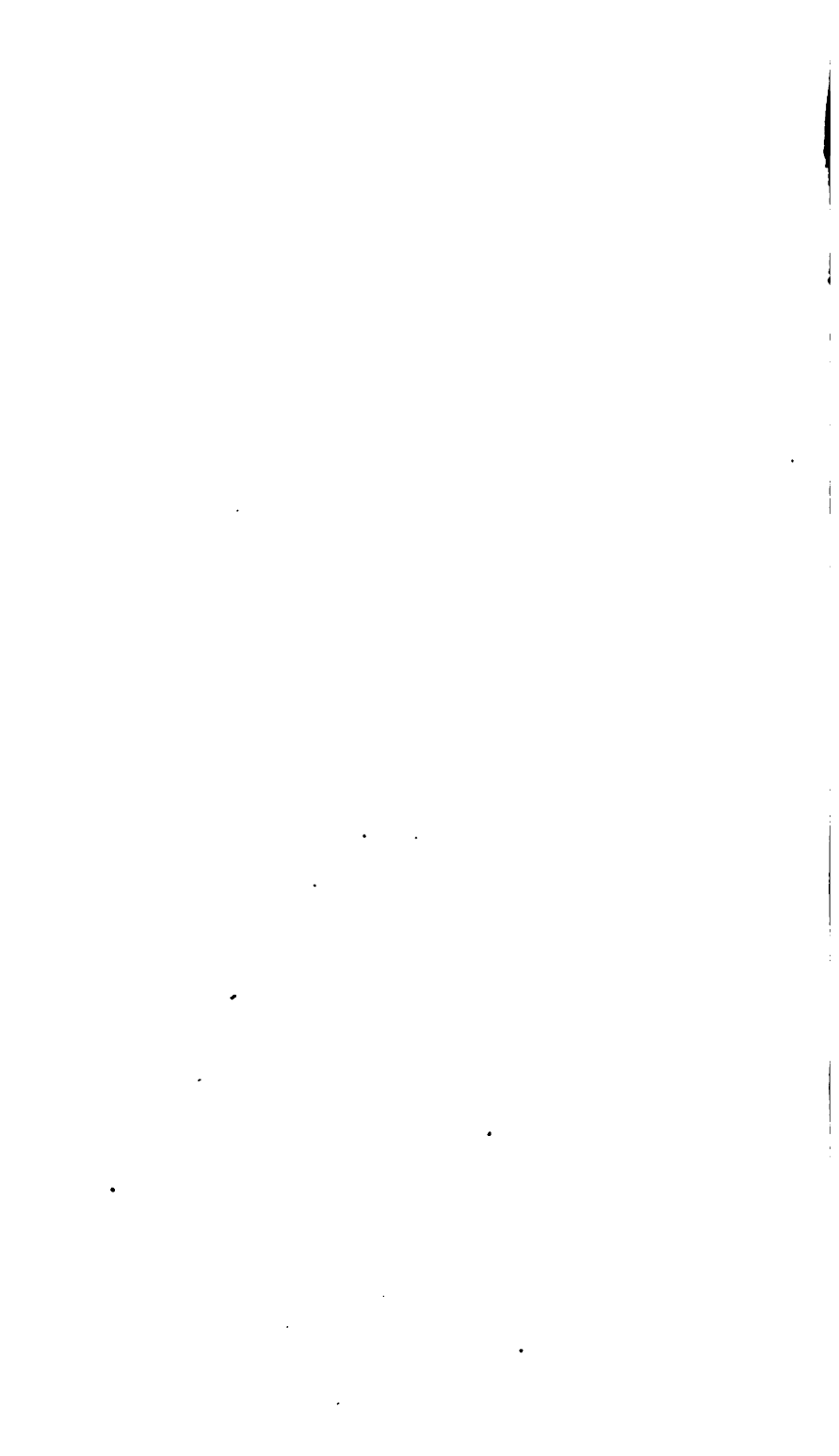
STATE OF NEW JERSEY,
OFFICE OF THE COMPTROLLER OF THE TREASURY, }
TRENTON, March 1, 1869.

SIR:—I transmit herewith copies of the reports of such of the Railroad and Canal Companies of the State, as made returns to this office for the year 1868, which you will please present to the Legislature.

Very respectfully, your obedient servant,

WM. K. McDONALD, *Comptroller*.

Hon. HENRY S. LITTLE, *Pres't of Senate*.



DELAWARE AND RARITAN CANAL COMPANY, THE
CAMDEN AND AMBOY RAILROAD AND TRANS-
PORTATION COMPANY, AND THE NEW JERSEY
RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey :

In compliance with the act of the Legislature of New Jersey, approved February 24, 1852, and a supplement approved March 11, 1853, the Delaware and Raritan Canal Company, the Camden and Amboy Railroad and Transportation Company, and the New Jersey Railroad and Transportation Company report :

The capital stock paid in of the Delaware and Raritan Canal Company,	\$4,999,400 00	
Fractional installments,	568 75	
The capital stock paid in of the Camden and Amboy Railroad and Transportation Co.,	5,000,000 00	
The capital stock paid in of the New Jer- sey Railroad and Transportation Co.,	6,250,000 00	
Total,	<u>\$16,249,968 75</u>	\$16,249,968 75

The funded debts of the Joint Companies are :

First—An English debt,
including three sepa-
rate loans, now merg-
ed, to be extinguish-
ed by a sinking fund
—extinction com-
plete in 1880 ; inter-

est six per cent. Out- standing £337,250, at \$4.84,	1,682,290 00	
Second — Extra divi- dend loan, due 1864 ; over due, outstand- ing,	2,195 00	
Third — Loan of 1870, interest six per cent. Outstanding,	328,220 00	
Fourth — Loan of 1875, interest six per cent. Outstanding,	675,000 00	
Fifth — Loan of 1883, interest six per cent. Outstanding,	1,700,000 00	
Sixth — Loan of 1889, interest six per cent. Outstanding,	867,000 00	
Seventh — A consoli- dated loan due 1889, interest six per cent.	4,665,940 00	
	<hr/>	\$9,865,645 00

*Of the New Jersey Railroad and
Transportation Company :*

First — Loan due 1875,	300,000 00	
Second — Loan due 1878,	450,000 00	
Third — Loan due the State of New Jersey,	100,000 00	
	<hr/>	\$850,000 00
Loan of the United Companies,		154,000 00
		<hr/>
Bonds and Mortgages,		\$10,869,645 00
Other debts,		655,900 00
Sinking Fund of the New Jersey Rail- road and Transportation Company,		1,560,784 90
Suspense account,		118,456 47
Undivided earning represented by per- manent improvements, and the property and cash stated below, and out of which dividends for the last six months of 1868, are to be declared,		180,517 74
		<hr/>
		840,667 74
		<hr/>
		\$30,470,890 60

Cost of the Camden and Amboy Railroad, including branches, steamboats, other equipments, real estate, &c.,	11,221,696 63	
Cost of Delaware and Raritan Canal, and appurtenances,	4,580,394 70	
Cost of New Jersey Railroad, equipments, property, &c.,	7,841,277 93	
	<hr/>	\$23,143,369 26

Investments in, and advances to Auxiliary Works.

Stocks,	4,399,185 00	
Bonds,	850,900 00	
Advances,	1,425,788 65	
	<hr/>	6,175,868 65
Sent to England for extinguishment of English debt,		77,231 10
Unappropriated account, materials purchased,		243,057 71
Cash in hands of Treasurers,		831,863 88
		<hr/>
		\$30,470,890 60

RECEIPTS.

From Passengers,	\$2,778,483 00	
Freights,	2,294,210 85	
Mails,	81,112 87	
Miscellaneous,	46,574 66	
Delaware and Raritan Canal tolls,	912,107 77	
Steam towing,	499,358 37	
Rents and auxiliaries,	349,721 06	
	<hr/>	6,911,568 58

EXPENSES.

Operating Railroads,	3,276,210 46	
Operating Canal,	825,560 56	
Steam towing,	432,257 33	
	<hr/>	4,034,028 35
		<hr/>
		\$2,877,540 28
Interest,	753,689 48	
Transit duties and taxes,	418,452 86	
General expenses,	161,107 57	
	<hr/>	1,333,249 91
		<hr/>
Profit and loss carried to surplus earnings,		\$1,544,290 32

During the year, a portion of the Consolidated Loan, viz : \$516,000 payable in gold, according to contract, was redeemed, and a like amount issued payable in currency ; the difference of premium, \$259,-510.90, was charged to account of Undivided Earnings.

Two dividends of five per cent. each, in cash, have been paid during the year.

State of New Jersey, ss : Ashbel Welch, General President of the United Delaware and Raritan Canal Company, Camden and Amboy Railroad and Transportation Company, and New Jersey Railroad and Transportation Company, being duly sworn according to law upon his oath, saith that the facts, matters and things set forth in the foregoing statement and report, are true to the best of his knowledge and belief.

ASHBEL WELCH,
General President.

Sworn and subscribed before me, at Trenton, this 29th day of January, in the year of our Lord, 1869.

CHARLES E. GREEN, *M. C. C.*

Abstract of Report of Accidents which have occurred upon the Railroad between Jersey City and Trenton, during the year 1868, as reported at the Companies' Offices at Jersey City and Bordentown.

January, 20, 1868.—As the 11 A. M. train was approaching the Fish House, on the meadows, an unknown German attempted to cross the track in front of the engine, was struck, the train stopped ; he was picked up and taken to the Market street depot, where he died in a few minutes. J. F. Frazee, conductor, Geo. Leonard, engineer, still in the employ of the company.

January 25.—A man named Martin Saunders, got on the freight train between the cars at Houghtonville, unknown to the conductor, and had his toes cut off. Thos. Gallagher, conductor.

January 28.—A man, attempting to get on an extra train, No. 61, (Union Freight), while proceeding slowly southward, and when between Albany and French streets, New Brunswick, slipped and fell, and the car passed over his left leg, rendering amputation necessary. Reported by Samuel Keys, agent.

February 17.—A man named Walter Hall was struck by the engine of the 11:40 train near Waverly, while lying on the track. Engineer stopped and the man was picked up and taken to the Alms House, Elizabeth ; he recovered. H. S. Stull, conductor, Henry Hammell, engineer, still in the employ of the company.

March 10.—A man named Patrick Gillen was injured at the Market street depot, Newark, in attempting to get on the train while in mo-

tion; died soon after. J. E. Bragg, conductor, P. Bates, engineer, still in the employ of the company.

March 16.—A man named Charles Clifford was picked up lying on the track at Metuchen, supposed to have fallen from some train; he died soon after.

March 20.—This morning, about five o'clock, the body of an unknown man was found near the Plainsboro station, impossible to be recognized; it was supposed that he was either walking or lying upon the track when the engine struck him; no inquest held. Reported by J. S. Nevius, agent.

April 1.—A boy named David Armor, while picking up coal under a coal car at Jersey City, was run over and died in a few minutes.

April 13.—A man named Michael Combs, while sitting on the string piece of the Hackensack bridge, as the engine approached he got up and attempted to cross in front of the engine, which struck him; the train was stopped and the man picked up; he died soon after. John Mershon, conductor, William Cook, engineer, still in the employ of the company.

April 20.—The 7:30 P. M. train from New York, after passing West End, struck a man named Oscar Sanford, while walking on the track; he died soon after. James Morrison, conductor, George Leonard, engineer, still in the employ of the company.

May 6.—A boy named Charles Roe, jumped from the 12 M. train at Newark while the train was in motion; his leg was crushed, and afterwards amputated.

May 16.—A boy named Edward Regan was struck by Adams Express train while attempting to cross the track below Chestnut street depot, and slightly injured. D. T. Jeffries, conductor.

June 18.—Abraham Wortman, a brakeman in employ of the company, on train No. 42, (6:20 P. M. train from New York), while standing upon the top of a car in the train, was struck by a bridge near Plainsboro, killing him instantly. D. T. Jeffries, conductor, A. Herbert, engineer.

June 25.—As the 10:10 train was proceeding near Kinney street, Newark, David H. Terhune, in attempting to cross the track the engine struck the wagon, seriously injuring Mr. Terhune; he died the same day. It was supposed by those who saw the occurrence, that the horse became unmanageable. J. Mershon, conductor, ——— Garrabrant, engineer, still in employ of the company.

June 27.—A young man named Sinclair, jumped or fell from a train of cars while passing through Bergen Hill, the wheels passed over him and he died soon after.

June 29.—A boy named David Hogan, aged fourteen years, was run over and killed by Belvidere Delaware engine "Tohickon," near Wire Mill, Trenton, New Jersey. Fireman in charge of the engine, John Lefler; jury exonerated persons in charge of engine; retained by company.

July 13.—A man named John Bolan, twenty-five years of age, while walking on the track with his wife, near Brunswick street, Jersey City, by some means unknown to the engineer of the 11:40 train, fell under the wheels and was cut in two. H. S. Stull, conductor, still in employ of the company.

July 24.—A man named John Wilson, unloading stone at Delaware bridge, in attempting to get on the train while in motion, was caught in a narrow part of the bridge, between cars and post of bridge, and crushed, and has since died. A. G. Heald, engineer, B. E. Wright, conductor.

August 15.—Engine No. 16 struck a two-horse wagon at the Port Avenue crossing, Elizabeth, injuring the driver, Alexander Green; he was taken to the Alms House, and is now out of danger. P. Moffatt, engineer.

August 20.—A man named Scotfield Grantz attempted to jump from the 12 M. train from Market street, Newark, as it was leaving the station, and was injured about the arm and body, since recovered. T. C. Cox, conductor.

August 22.—A boy named Marx Schraider attempted to jump from a train at Centre street, fell, and received severe injury about the head and arms. R. DeGraw, conductor.

August 26.—A brakeman named Frank B. Price fell off the 11:40 train, or struck his head against the signal board North of Passaic bridge; his skull was fractured.

September 1.—A man named Edward Dumfries, an employee, was run over and killed by a hand car at Rahway; he jumped from one car and attempted to jump upon another, and was killed.

September 15.—A man named Walter Billings, in attempting to get on the train while in motion, passing West End, fell under the train and had his foot cut off. R. DeGraw, conductor.

September 18.—A man named John Upton, in running to get on the freight train as it was leaving Market street depot, Newark, stumbled and fell, with his head under the car wheels, killing him instantly.

——— Owens, conductor, still in employ of the company.

September 23.—A man named John Sheldon threw himself on the track near Bound Creek, in front of a train, and was instantly killed. J. T. Frazee, conductor, B. Roswell, engineer, still in employ of the company.

October 12.—A man named Joseph Williams in attempting to get off the train while in motion, fell between the car and platform at Market street, Newark, crushing his foot. R. DeGraw, conductor.

October 14.—A man named Nicholas Farley jumped from a train below Chestnut street, Newark, while in motion, and fractured both of his legs; he died in the night. Thomas C. Cox, conductor, still in employ of the company.

October 16.—As an extra train (freight) from Mantua was leaving Trenton station, an unknown boy attempted to get on, but missing his

hold fell, the wheels passing over him, killing him instantly, Albert Van Brunt, conductor, Aaron Reynolds, engineer.

October 20.—A man was struck, about fifty yards East of the Camden and Amboy Railroad shops, New Brunswick; he came out from the fence and stepped right in the way of the engine, he was not injured seriously. E. Nixon, conductor, train No. 90, George Briggs, engineer.

October 22.—A man named H. Fanning, was struck at East End by the 5:20 train while walking on the track, and was killed. J. Garigan, conductor, still in employ of the company.

October 22.—One of our trackmen, Thomas Sweeney, was killed by the 8:40 A. M. line yesterday, near the Black Horse Station; he was walking on the track with his back turned, when the engine struck him and threw him against the telegraph pole, killing him instantly. Reported by J. S. Nevius, agent.

November 3.—Train No. 55, (1:30 A. M. from West Philadelphia), the conductor reports being detained between Monmouth Junction and New Brunswick, stopping to pick up a man lying on the side of the track supposed to have been run over by some other train; conveyed him to New Brunswick and handed him over to a physician and police officer, since died.

November 5.—A man named Robert Anderson was struck by train No. 37, while walking on the track between Market and Centre streets, Newark, and killed.

November 11.—A woman named Mary Albert, of Bergen, supposed to be insane, walked directly in front of the 3:30 train from New York and was instantly killed; she was about sixty years of age. N. R. Harring, conductor, ——— Bates, engineer, still in employ of the company.

November 18.—Watson Horn, a fireman in employ of Belvidere Delaware Railroad Company, on engine "Kittatinny," with coal train from South Amboy, while coming from the branch leading from the main track to Coal Port, Trenton, lost his hold and fell under the track wheels of the tender which, passing over his foot crushed it, so amputation was necessary.

November 26.—A man named James Higgins jumped from a train between Elizabeth and Newark; his hat blew off, he jumped for it, injuring his skull; he was picked up and taken to his residence at Newark.

November 27.—An old man named Henry Brown, was run over and killed at Jersey City by a drill engine, a severe storm at the time prevented his being seen by the engineer.

F. W. JACKSON, *Gen'l Supt.*

Report of Accidents which have occurred upon the Camden and Amboy Railroad during the year 1868.

March 4, 1868.—As the 7:15 A. M. freight line from Hightstown was passing through Camden, George Van Horn, a flagman, attempted to get on, and in doing so fell, the wheels passing over him, injuring him fatally; the coroner's jury exonerated the company from all blame. Levi H. Wilson, conductor, and Joseph Smith, engineer, not being in fault, both were retained in the companies' service.

March 17.—Spafford Atkinson, a brakeman, in employ of the company, was slightly injured at Bordentown by being caught between the cars of a freight train after they had been cut loose from the engine. Benjamin Kay, conductor, and Jacob Phifer, engineer, not being in fault, both were retained in the companies' service.

April 2.—Charles Richardson, a brakeman, in employ of the company, was seriously but not dangerously injured at Burlington, by being caught between the engine and cars of a freight train, while connecting them. Edwin Owens, conductor, and Aaron Reynolds, engineer, not being in fault, both were retained in the companies' service.

May 19.—Henry Canber, assistant driller at Camden, was caught between two cars while connecting them, injuring him quite seriously.

June 11.—Byard Riggs, a locomotive engineer, had his hand badly mashed while working around an engine at Camden.

June 18.—A woman named Mary Hackett, while walking on the track near Newtown, was struck by the 2 P. M. line from Philadelphia, and instantly killed; the train was slowed, but not in time to prevent the accident. Charles Southwick, conductor, and James White, engineer, not being in fault, both were retained in the companies' service.

June 18.—A colored boy named Charles Cooper, in attempting to cross the track near Cooper's creek bridge in front of the 1 P. M. line from New York, was struck by the engine and seriously, but not fatally injured. The conductor, Theodore C. Stryker, and engineer, Emanuel Perry, not being in fault, both were retained in the companies' service.

June 22.—Mary E. Wilkie, a little girl, while walking on the track at Kinkora, was struck by the engine of the 8:30 P. M. line from Philadelphia, and instantly killed; the coroners' jury exonerated the company from all blame. George R. Skillman, conductor, and Sam'l Morris, engineer, not being in fault, both were retained in the companies' service.

July 11.—As the 11:30 P. M. line from Philadelphia was leaving Camden station, a man named George Dickson fell from the platform of the car on which he was standing, breaking his arm and otherwise

injuring him. The conductor, Alexander Miller, and engineer, Jas. O. Thompson, not being in fault, both were retained in the companies' service.

August 26.—Charles Cozzens, a brakeman on the Amboy and Trenton way line, while disconnecting a locomotive engine from the train near Jamesburg fell, the cars passing over him, killing him instantly. As the conductor, Samuel Brannin, and engineer, Aaron Reynolds, were not in fault, both were retained in the companies' service.

August 29.—A man named John Brice, passenger on the 10 A. M. line from Philadelphia, had his arm broken while pointing from the car window, it coming in contact with the bridge at Pennshawken creek.

September 11.—William Cassidy, a brakeman on the 7 A. M. line from Hightstown, fell from the train while drilling at Hightstown wood sheds, the wheels passing over him, killing him instantly. Levi H. Wilson, conductor, and Joseph Smith, engineer, not being in fault, both were retained in the companies' service.

October 14.—James Sanford, an intoxicated man, was found on the track at Mount Holly Junction, with his leg badly crushed, supposed to have been run over by one of the night lines.

October 16.—James Burns, a lad, while riding on a freight train unknown to those in charge, fell off near South Amboy, and was instantly killed. George B. Tenner, conductor, and Isaac Van Pelt, engineer, not being in fault, both were retained in the companies' service.

December 29.—James Luke, a brakeman on an extra freight train from South Amboy, in passing over the top of the cars in discharge of his duty, was struck by a bridge near Cranberry, and seriously, but not dangerously injured. George B. Tenner, conductor, and Aaron Van Pelt, engineer, not being to blame, both were retained in the companies' service.

R. S. VAN RENSSELAER,
General Superintendent C. & A. R. R.

PERTH AMBOY AND WOODBRIDGE RAILROAD.

To the Legislature of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroads and other Companies," the Perth Amboy and Woodbridge Railroad Company presents the following report :

Length of the road six and a half miles,	
Capital stock paid in,	\$57,200 00
Funded debt,	100,000 00
Floating debt,	57,381 57
	<hr/>
	\$214,581 57
Cost of railroad to date, for graduation, masonry, super- structure, iron, passenger and freight stations, land damages and engineering,	214,581 57

PASSENGERS.

Passing over the whole line of road, between Rahway and Perth Amboy,	51,758½
Passing between Rahway and Woodbridge,	57,579
Passing between all intermediate places,	8,657½
	<hr/>
Total,	117,990
Number of tons of goods and wares,	7,004 00

RECEIPTS.

From passengers,	\$15,717 22	
From freight,	3,502 89	
	<hr/>	\$19,220 11
Expenses,		12,390 64
		<hr/>
Balance,		\$6,829 47

State of New Jersey, Middlesex County, ss: Before me, the subscriber, one of the Justices of the Peace in and for said county, personally appeared Martin A. Howell, President of the Perth Amboy and Woodbridge Railroad Company, who being duly sworn, deposeth and saith that the foregoing statement is true in all things, to the best of his knowledge and belief.

MARTIN A. HOWELL.

Sworn and subscribed the 30th day of January, 1869, before me.
PETER P. RUNYON,
Justice of the Peace.

MILLSTONE AND NEW BRUNSWICK RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act passed February 24, 1852, entitled "An Act respecting Annual Reports to the Legislature of Railroad and other Companies," the Millstone and New Brunswick Railroad Company present the following report :

Length of road, 6 63-100 miles.	
Capital stock paid in,	\$95,750 00
Floating debt,	14,168 42
	<hr/> \$109,918 42
Cost of railroad to date, for graduation, masonry, super-structure, iron, passenger and freight stations, land damages and engineering,	109,918 42

PASSENGERS.

Passing over the whole line of road between New Brunswick and East Millstone,	26,154
Passing between New Brunswick and Middlebush,	9,431½
Passing between New Brunswick and Voorhees,	3,928
Passing between intermediate places,	2,430
Total passengers,	<hr/> 41,943½
Number of tons of goods, wares, &c.,	10,745

RECEIPTS.

From passengers,	\$9,287 63
From freight,	5,372 94
	<hr/> \$14,660 57
Expenses,	11,113 76
	<hr/> \$3,546 81
Balance,	

State of New Jersey, Hudson County, ss : Before me, personally appeared, Isaac R. Cornell, who, being by me duly sworn on his oath

according to law, deposeth and says that he is President of the Millstone and New Brunswick Railroad Company, that the above statement is correct and true to the best of his knowledge and belief.

ISAAC R. CORNELL, *President.*

Sworn and subscribed before me at Jersey City, the 1st day of February, 1869.

HENRY TRAPHAGEN,
Master in Chancery of New Jersey.

ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the Rocky Hill Railroad and Transportation Company present the following report :

Amount of capital stock paid in,	\$45,654 16
Cost of railroad, depots, &c.,	45,068 71
Receipts,	\$11,900 00
Expenses of operating road and repairs,	9,016 00
Number of Passengers carried,	16,992
No accidents have happened.	

State of New Jersey, ss : Before me, a commissioner of deeds, personally appeared David H. Mount, President of the Rocky Hill Railroad and Transportation Company, who, being duly sworn, doth declare that the foregoing report is true, according to the best of his knowledge and belief.

D. H. MOUNT, *President.*

Sworn and subscribed before me the 25th day of January, 1869.
ISAAC WILLIAMSON.

FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

To the Legislature of the State of New Jersey :

Cost of road and equipments,	\$329,305 42
Capital stock paid in,	230,844 80
Floating debt,	97,000 00

RECEIPTS.

From Passengers,	\$21,094 50
From freights,	31,418 97
From U. S. Mails,	905 45
From other sources,	75 00

	<hr/>
	\$53,493 92
Operating expenses,	39,131 58

Net earnings,	14,362 34
Dividends paid,	7,278 75

MILEAGE OF TRAINS.

Passenger trains,	30,145
Freight trains,	6,785
Number of passengers carried,	67,586
Tons of freight,	44,055

ACCIDENTS.

June 24, 1868.—Henry B. Willis, of Spotswood, jumped from the 4:20 P. M. train up, when running at full speed, about a mile from the station at Jamesburg, receiving a lacerated, contused wound of the scalp and some slight bruises. Charles H. Haviland, conductor, and George Hardy, engineer, both continued in the service of the company.

August 3.—Charles Reeves, a brakeman on the wood train of the Camden and Amboy Railroad Company, broke his leg in attempting to jump on the 4:20 P. M. train while in motion, at Englishtown sta

tion. Charles H. Haviland, conductor, and George Hardy, engineer, both retained in the company's employ.

August 27.—The 4:20 P. M. train up was thrown off the track near the Freehold station by a misplaced switch, injuring John W. Johnson's hand quite seriously—it is now well. Charles H. Haviland, conductor, and George Hardy, engineer, were neither to blame, and were retained in service; Patrick Fitzgibbons, switch tender, was discharged.

State of New Jersey, Monmouth County, ss: Daniel H. Ellis, President of the Freehold and Jamesburg Agricultural Railroad, being duly sworn on his oath, saith the matters set forth in the within report, are true according to the best of his knowledge and belief.

DANIEL H. ELLIS.

Sworn and subscribed the 30th day of January, 1869, before me.

A. R. THROCKMORTON.

Master in Chancery of New Jersey.

BELVIDERE DELAWARE RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock paid in,	\$996,150 00
Funded debt,	2,244,500 00
Special loans, not properly included in funded debt,	133,121 96
Due other companies,	691,170 88

Cost of road and equipments, exclusive of cash and materials on hand,	3,914,895 68
Receipts for business during the year,	

BELVIDERE DELAWARE RAILROAD.

Passengers,	\$151,416 57
Freights, general,	149,991 64
Coal freights,	223,136 77
Miscellaneous,	89,831 52
	<hr/> 614,376 50

FLEMINGTON RAILROAD.

Passengers,	\$9,703 23
General freights,	6,423 55
Coal freights,	747 89
Mail,	606 50
	<hr/> 17,481 17

Total receipts for both roads,	\$631,857 67
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Current expenditures for the year, not including increase of material on hand,

Belvidere Delaware Railroad,	\$419,435 11
Flemington Railroad,	20,527 44
	<hr/>

Total both roads,	439,962 55
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RAILROAD AND CANAL REPORTS.

Net earnings of both roads,	191,895 12
Loss working Flemington Railroad,	3,046 27
Net earnings of Belvidere Delaware Railroad,	194,941 39
Deduct amount paid for rails to renew the balance of track below Phillipsburg,	86,978 51
Net balance Belvidere Delaware Railroad,	<u>\$107,962 88</u>

No dividends have been declared,
No casualties.

State of New Jersey, Monmouth County, ss: Charles Sitgreaves,
President of the Belvidere Delaware Railroad Company, being duly
sworn, on his oath deposeth and says that the within statement is
correct according to the best of his knowledge and belief.

CHARLES SITGREAVES, *President.*

Sworn and subscribed before me this 27th day of January, 1869.

CHARLES HAIGHT,
Master in Chancery of New Jersey.

FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey :

Capital Stock,	\$150,011 00
Funded debt,	100,000 00
Other indebtedness,	139,911 00

The road has been worked by the Belvidere Delaware Railroad Company during the past year.

Receipts from the business of the road during the past year,	
From passengers,	\$9,703 23
From freight,	6,423 55
From coal freight,	747 89
From mail,	606 50
Total,	<hr/> \$17,481 17
Expenses working the road during the past year,	20,527 44

No dividends declared,

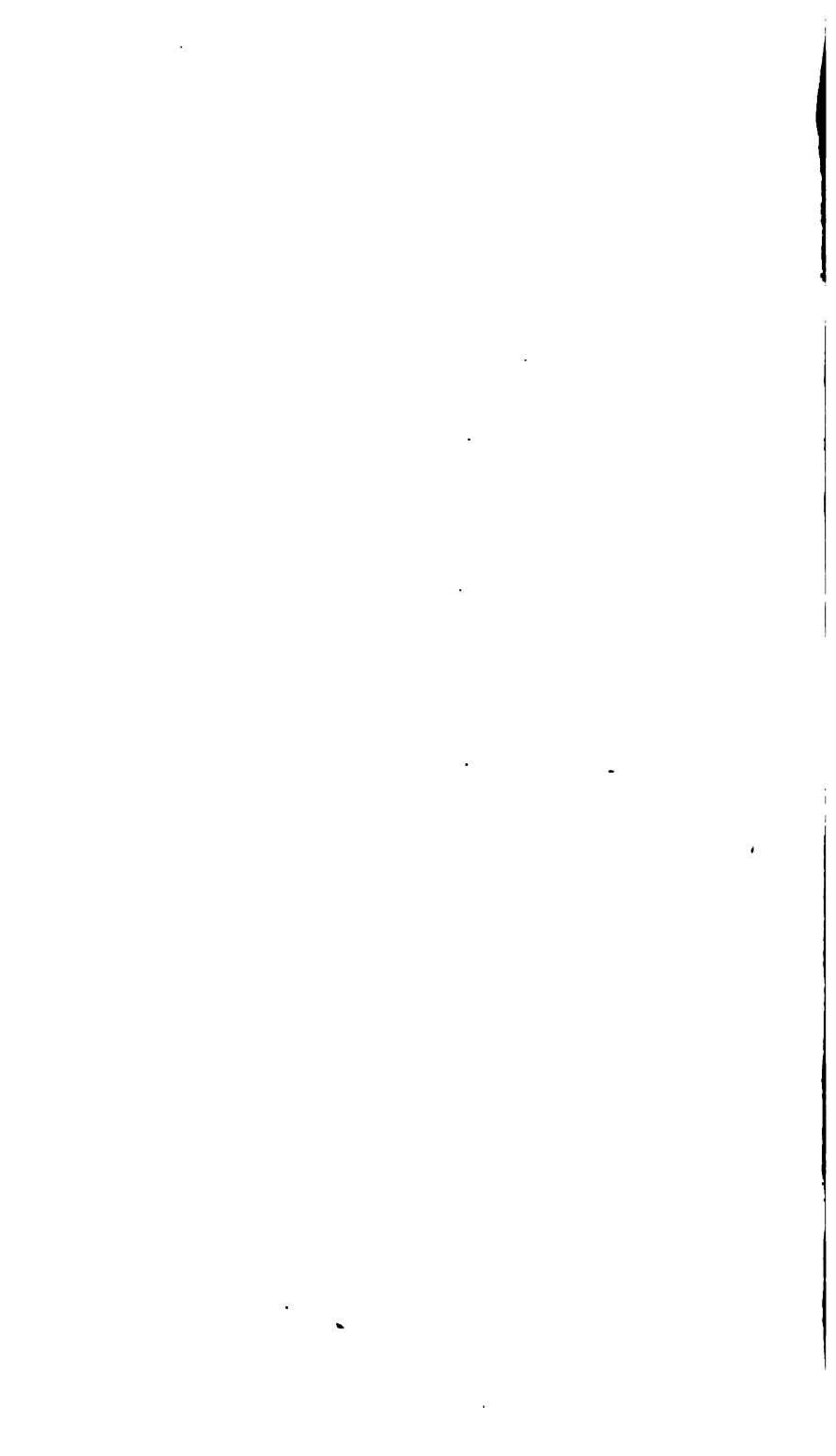
No casualties occurred during the year on the road.

State of New Jersey, Hunterdon county, ss : Charles Bartles, President of the Flemington Railroad and Transportation Company, being duly sworn according to law, on his oath, saith that the foregoing statement and report is just and true, according to the best of his knowledge, information and belief.

CHARLES BARTLES.

Sworn and subscribed before me, the 30th day of January, 1869.

B. VANSYCKEL,
Master in Chancery.



PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

To the Legislature of the State of New Jersey :

In obedience to the act respecting Annual Reports to the Legislature, of Railroad Companies, approved February 24, 1852, the President of the Pemberton and Hightstown Railroad Company respectfully report :

Capital stock paid in,	\$339,650 00
Funded debt, viz: bonds of the company secured by mortgage, and endorsed by the Consolidated Railroad and Canal Companies,	160,000 00
Cost of road to date, including station and freight houses,	588,785 75
The road is leased to the Delaware and Raritan Canal and Camden and Amboy Railroad and Transportation Companies, at the yearly rental of six per centum on capital stock, and 7 per cent. on bonds, payable semi-annually.	
Two dividends have been made during the year, amounting to	19,081 06
Interest on bonds paid,	11,200 00
Amount due Camden and Amboy Railroad and Transportation Company for constructing materials furnished,	34,135 75

ACCIDENTS.

May 14, 1868.—As a mail train was backing near Hornerstown station, an elderly man named Samuel Moore, walking on the track toward the train, was struck in the face by one of the cars and fatally injured. The conductor, George Stearns, and engineer, Isaac Werts, not being in fault, both were retained in the company's service.

December 1.—As the Hightstown and Camden freight train was drilling at New Egypt, a man named Samuel Loveland, stepped upon one of the cars, and in doing so fell, the wheels passing over his leg, injuring him fatally. The conductor, William H. Carr, and engineer,

Joseph Smith, not being in fault, both were retained in the company's service.

The road was regularly opened for the transmission of passengers and freight on the 10th day of February last, and has been from that date operated by the above named lessees under an agreement made with them and the Commissioners of this company, on the 30th day of November, 1865, and sanctioned by the Legislature of New Jersey, therefore this company has no knowledge of the other matters required by law to be reported.

All of which is respectfully submitted.

N. S. RUE, *President.*

State of New Jersey, ss : Nathaniel S. Rue, of full age, being duly sworn according to law, on his oath, deposeth and says that he is the President of the Pemberton and Hightstown Railroad Company, and that the foregoing report of the said company is correct and true to the best of his knowledge and belief.

N. S. RUE.

Sworn and subscribed before me this 9th day of January, 1869.

GEO. F. FORT,

Master in Chancery of New Jersey.

CAMDEN AND BURLINGTON COUNTY RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroads and Canal Companies," approved February 24, 1852, the Camden and Burlington County Railroad Company present the following report of their affairs for the year ending 31st December, 1868 :

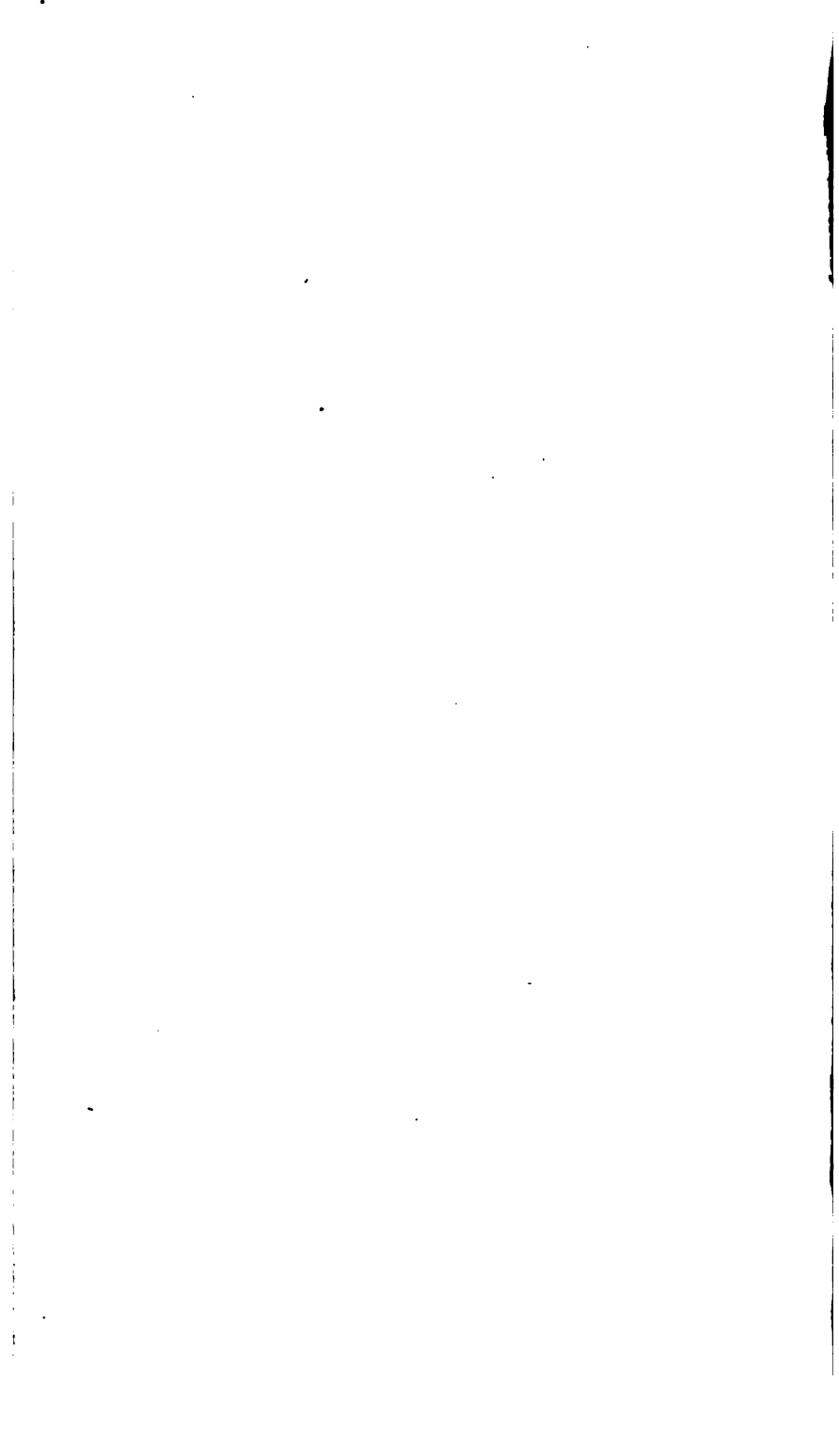
Capital stock actually paid in,	\$331,525 00
Mortgage loans,	335,000 00
Other indebtedness,	44,437 50
Cost of roads and equipments,	710,962 50
Received from Camden and Amboy Railroad and Transportation Company, according to the terms of the lease,	34,939 86
Paid dividend to stockholders amounting to	10,903 14
Paid U. S. Revenue tax,	697 94
Paid interest on bonds and other indebtedness,	22,286 24

The Railroads of this Company having been during the past year under lease to, and operated by the Camden and Amboy Railroad and Transportation Company, under sanction of the Legislature of New Jersey, this company are not able to make further report upon matters required.

State of New Jersey, County of Burlington, ss : Charles Bispham, President of the Camden and Burlington County Railroad Company, being duly sworn according to law, on his oath, saith that the facts, matters and things set forth in the foregoing statement and report, are true to the best of his knowledge and belief.

CHARLES BISPHAM.

Sworn and subscribed this 12th day of January, 1869, before me.
F. B. LEVIS, *M. C. C.*



VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD AND TRANSPORTATION COMPANY.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroad and other Companies," approved February 24, 1852, the Vincentown Branch of the Burlington County Railroad and Transportation Company report :

The capital stock paid in,	\$25,000 00
The funded debt,	15,000 00
The cost of the road, equipments, &c.,	45,256 61

RECEIPTS TO JUNE 1, 1868.

Passengers and freights,	\$2,802 05	
Mails,	115 50	
Other sources,	10 00	
	<hr/>	\$2,927 55

PAYMENTS TO JUNE 1, 1868.

Monthly pay rolls,	\$840 00
Wood and Burlington County Railroad per centages,	1,907 04
Interest and tax,	450 00
Real Estate at Ewansville,	168 75
Lumber,	187 15

Since June 1, 1868, the said road being under lease to, and operated by the Camden and Amboy Railroad and Transportation Company, under sanction of the Legislature of New Jersey, this company have no knowledge of the other matters required.

Two dividends of three per cent. each in cash have been paid during the year.

John S. Irick, being sworn before me, on his oath saith that he is President of the Vincentown Branch of the Burlington County Railroad and Transportation Company, and that the above is true to the best of his knowledge and belief.

JOHN S. IRICK, *President.*

Sworn and subscribed before me the 3rd day of February, 1869.

GUY BRYAN, *Notary Public.*

Report of Accidents which have occurred upon the Vincentown Branch Railroad during the year 1868 :

On the 5th of June, George Crockford, in the employ of the company, accidentally fell from a hand car on which he was riding, and died from the injuries received.

R. S. VAN RENSSELAER,
General Superintendent.

WEST JERSEY RAILROAD.



To the Legislature of the State of New Jersey:

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the West Jersey Railroad Company present the following report for the year ending December 31, 1868:

Capital stock,	\$1,208,750 00
Fractional scrip,	250 00
Loan of 1883 (funded),	238,000 00
Loan of 1896 (funded),	988,500 00
	<hr/>
	\$2,430,500 00
Cost of the West Jersey Railroad and equipments,	1,840,303 78
Investments by the West Jersey Railroad Company in auxiliary works,	579,474 70
Current receipts—passengers, freight, mails, &c.,	565,643 29
Current expenses—maintaining and operating road and branches, including leases,	318,514 72
Taxes,	8,577 50
Interest,	74,518 73
Sinking fund,	12,500 00

ACCIDENTS.

May 10, 1868.—Edward Star, a brakeman on the 6:30 P. M. freight train, fell between the cars whilst passing Woodbury, and was instantly killed; a coroner's jury exonerated the company from all blame. Benjamin Munion, engineer, Charles Hoagland, conductor, still employed by the company.

July 30.—John Irvins was instantly killed at Cape May Court House, in an attempt to cross the track ahead of 4 P. M. Express train for Cape May, after having been warned of the danger; company exonerated by a coroner's jury from all blame. Samuel Chester, engineer, H. C. Mulliner conductor, both still in service of company.

August 6.—Deborah Davis, in attempting to remove a basket she

had placed upon the track, was struck by the engine of 6:30 A. M. train from Cape May, and so injured that she died the following day. No blame was attached to the company by the coroners, who deemed an inquest unnecessary. Jacob Smallwood, engineer, H. C. Mulliner, conductor, and still in employ of the company.

August 12.—George Berkley, in attempting to get on the 6 P. M. excursion train, whilst in motion at Cape May Court House, fell under the train and had his foot badly crushed; was taken to Philadelphia and placed in the hospital. George Taylor, engineer, has since left the employ of the company, I. Sharp, conductor, is still retained in service.

December 3.—John Ferris, a boy, was struck by the 12 o'clock (noon) freight train whilst passing through South Camden, and had his arm badly crushed; amputation was deemed necessary, he is now doing well. Daniel Cassidy, engineer, and L. G. King, conductor, are still retained by the company.

December 28.—Abraham Lawrence, a brakeman on the marl train, was found near the switches at the Junction of the West Jersey and Salem Railroad in a dying condition, supposed to have been struck by the marl train. In the absence of the coroner a Justice of the Peace was called upon, who deemed an inquest unnecessary. Ephraim Scott, engineer, Peter Hastings, conductor, both retained by the company.

W. J. SEWELL, *Superintendent*.

State of New Jersey, Camden County, ss: Be it remembered, that on this twenty-eighth day of January, in the year of our Lord one thousand eight hundred and sixty-nine, before the subscriber, one of the Masters in Chancery of said State, personally appeared Thomas Jones Yorke, President of the West Jersey Railroad Company, and George J. Robbins, Treasurer of said company, who, being duly sworn according to law, did depose and say that the above statement is true to the best of their knowledge and belief.

T. JONES YORKE, *President*.

GEO. J. ROBBINS, *Treasurer*.

Sworn and subscribed before me at Camden aforesaid, the 28th day January, 1869.

CHARLES P. STRATTON, *M. C. C.*

CAPE MAY AND MILLVILLE RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11th, 1853, the Cape May and Millville Railroad Company present the following report for the year ending Dec. 31, 1868 :

Capital stock,	\$447,000 00
Bonded indebtedness,	200,000 00
Other indebtedness,	153,190 44
Cost of road and equipments,	758,365 49
	758

The road is leased to and operated by the West Jersey Railroad Company, all receipts and expenses connected therewith appearing in their accounts.

A dividend of three per cent. was paid December 1868.

State of New Jersey, County of Camden, ss : Be it remembered, that on this twenty-third day of January, in the year of our Lord one thousand eight hundred and sixty-nine, before the subscriber, one of the Masters in Chancery of said State, personally appeared John G. Stevens, President of the Cape May and Millville Railroad Company, and Benjamin F. Lee, Treasurer of said company, who being sworn according to law, did depose and say that the above statement is true to the best of their knowledge and belief.

J. G. STEVENS, *President.*
BENJ. F. LEE, *Treasurer.*

Sworn and subscribed at Camden aforesaid, before me, this 23rd day of January, 1869.

CHARLES P. STRATTON, *M. C. C.*

No accidents have occurred on this road during the past year, excepting those included in the report of the West Jersey Railroad Company.

W. J. SEWELL, *Superintendent.*

SALEM RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with the act of the Legislature of the State of New Jersey, approved February 24, 1852, and a supplement thereto, approved March 11, 1853, the Salem Railroad Company presents the following report for the year ending December 31, 1868:

Capital Stock,	\$180,550 00
Bonded debt,	100,000 00
Cost of road and equipments,	278,327 80
Current receipts—from passengers, freight, mails, &c., from January 1st to May 31st, 1868,	26,339 14
Current expenditures—for working road from January 1st to May 31st, 1868,	20,096 68
Interest,	2,850 00

The road has been leased to and operated by the West Jersey Railroad Company since the 1st day of June, 1868, all receipts and expenses connected therewith appearing in their accounts from that date.

Two dividends of three per cent. each have been paid in cash during the past year.

State of New Jersey, ss: William F. Reeve, President, and D. W. C. Clement, Treasurer of the Salem Railroad, on their respective affirmation and oath say the foregoing statement is true to the best of heir knowledge and belief.

WM. F. REEVE, *President.*

D. W. C. CLEMENT, *Treasurer.*

Taken before me, at Salem, New Jersey, this 23rd day of January, eighteen hundred and sixty-nine.

ROBERT GWYNNE, *Justice of the Peace.*

No accidents have occurred on this road during the past year.

W. J. SEWELL, *Superintendent.*

NORTHERN RAILROAD OF NEW JERSEY.

To the Legislature of the State of New Jersey :

Capital stock, as per charter,	\$1,000,000 00
Stock issued,	159,300 00
Funded debt (bonds),	400,000 00
Floating debt,	47,372 90
Cost of road and equipments,	525,563 12
Earnings—year ending September 30, 1868 :	
From passengers and commuters,	184,026 24
From freight.	70,453 07
From mails, express, &c.,	24,881 16
Expenses—same time :	
Operating,	198,732 74
Terminal,	32,349 39
Construction,	30,519 01
Passengers carried (including commuters),	541,830
Freight carried (tons),	24,054
Miles run,	129,710

ACCIDENTS.

February 7, 1868.—Annie Lapp, aged about nineteen years, in attempting to get on train No. 12, at Spring Valley station, after the train had started, fell, and part of the train passed over one of her legs, from which injury she died the next day. No person connected with the train was to blame.

State of New Jersey, Hudson County, ss : Thomas H. Herring, being duly sworn according to law, on his oath saith that he is President of the Northern Railroad Company of New Jersey, and that the foregoing report and statement are correct and true to the best of his knowledge and belief.

THOMAS H. HERRING.

Sworn and subscribed this 12th day of January, 1869, before me.
 CHARLES H. VOORHIS,
Master in Chancery.

PATERSON AND HUDSON RIVER RAILROAD.

To the Legislature of the State of New Jersey :

The President of the Paterson and Hudson River Railroad Company respectfully reports :

That the capital stock of this company is now	\$630,000 00
The cost of said road, including land, depot buildings and appurtenances, is	630,000 00

There is no funded debt of this company.

The rent of the road is	53,400 00
Two dividends of four per cent. each, amounting to	50,400 00

The said road being now under lease to and managed by another company, sanctioned by the Legislature of this State, this company has no other knowledge of the matters required than the above statement.

All of which is respectfully submitted.

ROBERT BAYARD, *President.*

State of New York, County of New York, ss: Personally appeared before me, Robert Bayard, who being duly sworn by me according to law, deposeth and saith that he is President of the Paterson and Hudson River Railroad Company, and that the above statement is correct to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me this 19th day of January, 1869.

JAMES W. HALE,

Commissioner for New Jersey in New York.

On January 5th, 1869, the dividend was $3\frac{1}{2}$ per cent.

A. S. PENNINGTON, *Treasurer.*

HACKENSACK AND NEW YORK RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock of this company,	\$99,700 00
Funded debt,	62,000 00
Paid on construction account from receipts in 1862, 1863, 1864, 1865, 1866, 1867 and 1868,	29,545 88

RECEIPTS FOR THE YEAR.

From passenger, freight, mail, &c.,	79,545 28
Expenses of working road, including salaries, interest, &c.,	70,315 66
Included in construction account above,	9,229 62
To Erie Railroad Company for use of track, &c.,	\$18,613 00
To other expenses, government tax, interest, &c.,	51,702 66
	<hr/> \$70,315 66

No dividends have as yet been paid by the company.

During the last year one man employed by the company on the gravel train was killed on the road on the 14th of July, being run over both his legs. No censure was laid upon the engineer or company, considered accidental according to verdict rendered.

State of New Jersey, Bergen County, ss: Garret G. Ackerson, President of the Hackensack and New York Railroad Company, being duly sworn on his oath, saith that the facts, matters and things in the above report are true to the best of his knowledge and belief.

G. G. ACKERSON.

Sworn and subscribed before me this 26th day of January, 1869.
GARRET ACKERSON, JR., M. C. C.

PATERSON AND RAMAPO RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock actually paid in	\$248,000 00
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AMOUNT OF FUNDED DEBT, VIZ :

Bonds outstanding,	\$85,000 00	
Bonds redeemed,	15,000 00	
	100,000 00	
Cost of road and equipment,	350,000 00	
Income, rent from Erie Railroad Company,	26,500 00	
Income, interest from sinking fund,	2,458 16	
Dividends, 5½ per cent. on \$248,000 00,	13,640 00	
Expense for contingencies, taxes, &c.,	5,162 49	
Paid sinking fund, to redeem bonds,	5,000 00	
Interest on bonds, (\$85,000 00 at 7 per cent.)	5,950 00	

The said road being under lease to and operated by the Erie Railroad Company, under sanction of the Legislature of New Jersey, this company has no knowledge of the other matters required.

All of which is respectfully submitted,

ROBERT BAYARD, *President.*

New York, *to wit* : Robert Bayard, being duly sworn, on his oath saith that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true to the best of his knowledge and belief.

ROBERT BAYARD.

Sworn and subscribed before me, January 15, 1869.

JAMES W. HALE,
Commissioner for New Jersey in New York.

RAILROAD AND CANAL REPORTS.

Report of Accidents on the Paterson and Hudson River and Paterson and Ramapo Railroads, for the year ending September 30, 1868.

October 24, 1867.—An unknown man was killed; he was sitting on the platform of the car when it collided with another at the depot in Jersey City.

November 4.—A man named — Whittaker was killed; he was struck by an engine while crossing the track at Paterson.

November 5.—D. D. Barker, a switchman, was killed; he was crushed between two cars while coupling, at Jersey City.

December 9.—Alexander Matthews, a carpenter, was killed; he was struck by an engine while attempting to cross the track at Clifton.

January 4, 1868.—L. Hatalen, a brakeman, was injured; he was jumping from one car to another and fell, at Jersey City.

January 13.—R. Rourke, a fireman, was scalded; boiler of engine No. 7, exploded at Ridgewood.

January 15.—Isaac Hopler, a conductor, was killed, and William Cole, a brakeman, was injured by a collision at Ridgewood.

January 25.—A woman named Mrs. Hartigan, was killed; she was on the track picking up wood and coal, in Jersey City.

January 27.—James Cox, a switchman, was killed; he was found on the track in Jersey City.

February 29.—William Fay, a trackman, was injured; in stepping from one track to another he was struck by the engine, at Ridgewood.

March 14.—A man named John Wanmaker, was killed; he was walking on the track at Hohokus.

March 27.—An unknown man was injured; he was walking on the track at Jersey City.

April 17.—A girl named Ella Bogert, was killed; she was jumping rope on the track at Passaic.

May 22.—A man named J. W. O'Neil, was killed; he was attempting to cross the bridge in front of the train at West Paterson.

June 13.—A man named John Brady, was killed; he was walking on the track at Jersey City.

June 17.—An unknown man was killed; he was walking on the track at Ridgewood.

August 24.—A man named David Nagle, was injured; he was crossing the track with his team at West Paterson.

August 25.—A man named John Ring, was killed; he was standing on the track at Jersey City.

August 28.—An unknown man was killed; he was stealing his ride, and was found crushed between the cars on arrival at Bergen.

September 27.—A man named John Itherwood, was killed; he was walking on the track at Passaic Bridge.

September 30.—A man named John Ackerson, was injured; he was walking on the track at Ramsey's.

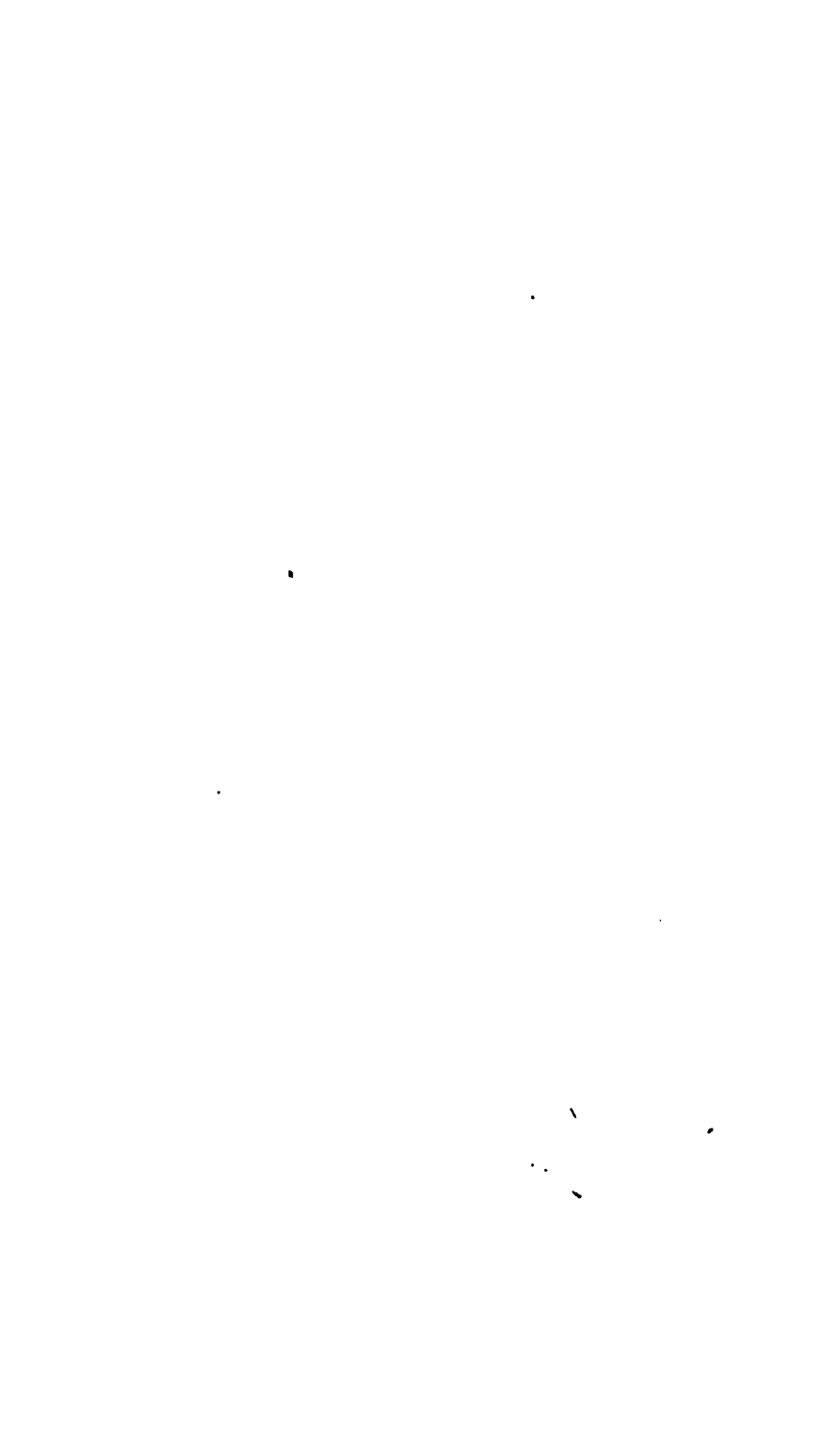
The Erie Railroad Company has operated during the past year the roads of the Paterson and Hudson River and Paterson and Ramapo Railroad Companies, under the lease made by said Companies in connection with the Erie Railway Company, and has repaired and maintained said roads, and has furnished all the motive power used thereon; and the particulars of such operations and expenditures have been kept as a part of the general accounts of the Erie Railway Company, and cannot be more particularly specified as applied exclusively to said roads.

City and County of New York, ss: Jay Gould, President of the Erie Railway Company, being duly sworn, deposeth and says that the above Report is true and correct to the best of his knowledge and belief.

JAY GOULD, *President.*

Subscribed and sworn to before me, at the City of New York, this 16th day of January, 1869.

MORTIMER SMITH,
Commissioner of Deeds for New Jersey in New York.



CENTRAL RAILROAD OF NEW JERSEY.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting annual reports to the Legislature of Railroad and other Companies," passed February 24, 1852, the Central Railroad Company of New Jersey present the following Report for the year 1868 :

Capital stock,	\$15,000,000 00
Funded debt,	2,500,000 00
Other indebtedness,	534,675 90
Cost of road and equipments,	10,284,725 81
Receipts for the year,	\$8,729,412 56
Expenses,	2,379,192 70
	<hr style="width: 20%; margin-left: 0;"/> 1,850,219 86

Quarterly dividends of two and a half per cent. in cash have been made.

ACCIDENTS.

January 8, 1868.—Honora Downey, the wife of a laborer at Port Johnson, twenty-eight years of age, while walking on the track east of Elizabethport station, was struck by the engine of the west-bound Flemington train, and instantly killed. Engineer, J. B. Case ; Conductor, W. F. Rand.

January 8.—Charles Stearns, engineer, J. R. Smith, fireman, A. C. Heckman and Farley Smith brakeman, were killed by the explosion of engine Sussex, about a quarter of a mile east of Bloomsbury station.

January 18.—Andrew Lutz, brakeman, fell from the stock train near Port Avenue, injuring his head severely.

January 29.—Samuel Smedley, a drover, was injured about the head in the accident to stock trains at Centreville.

February 1.—Martin Steinmetz, a deaf and dumb man, while walking on the track near Springtown station, was instantly killed by fast line No. 3, east-bound. A. F. Shedd, engineer; E. W. Welsted, conductor.

February 10.—W. H. Force, fireman on engine Salem, was slightly injured in the leg by the breaking of the parallel rods on the engine near Bound Brook.

February 28.—Leonard Stephenson, a boy ten years of age, while crossing the track at Mechanic street, Plainfield, was struck by engine No. 78, bound West, and instantly killed. H. S. Schenck, engineer.

March 7.—Ferdinand Moritz, a German, jumped off the passenger train Northwest bound, at Centreville station, and was so badly injured that death ensued in a few moments. Engineer, J. B. Case; conductor, W. F. Rand.

March 17.—Thomas Keron, who was found lying alongside of the track near Williams' crossing, just west of Elizabeth, with his left leg badly crushed, said he had been drinking, and did not know whether he was walking or lying on the track when struck by the train.

March 17.—Charles W. Ward, fireman on engine Cumberland, hauling fast freight train No. 51, East-bound, while on top of the first car back of the engine, standing up, struck his head against the first bridge east of Bayonne station, severely injuring him. A heavy fog was prevailing at the time. He has since recovered. Joseph Lasey, engineer; M. C. Gulick, conductor.

March 14.—Albert Stevens, brakeman on coal train, fell from the train at the Junction as it was making a "fly switch;" his arm got beneath the wheels, crushing it so as to render amputation necessary.

March 20.—A young woman named Mary Farrington, while walking on the track about one hundred yards west of Old Mulford Station, was struck by Lackawanna Express No. 17, bound east, and instantly killed. Engineer, Harry Atwood, conductor, F. P. Hill.

March 27.—William O'Rourke, a boy ten years of age, and an inmate of the County Almshouse, in attempting to jump on a passing coal train near Second street, Elizabethport, fell under the cars, which crushed his left leg, rendering amputation necessary. Engineer, John Lyman.

April 15.—Reuben Kirkendall, brakeman on stock train 51, bound east, was thrown beneath the cars by breaking of break chain while in the act of applying brakes at Junction Station; both legs were badly mangled, and he was otherwise injured. James McBath, conductor, Henry Foster, engineer.

April 21.—John H. Stryker, brakeman on Mail train NO. 19, bound east, while leaning from platform of car looking back to examine

brake chain, his head came in contact with switch target, in Phillipsburg yard; he died from the injury the same night. M. R. Mulford, conductor, H. Lovell, engineer.

April 27.—Asa Berry, brakeman on Flemington freight train bound west, while standing on top of car, struck his head against Chilton street road bridge, Elizabeth; recovered from injury. O. D. Haynes, conductor, B. S. Moore, engineer.

May 14.—Frederick Whatley, a boy nine years of age, in attempting to jump on a passing coal train fell beneath the cars, which crushed his right arm, rendering amputation necessary; he died the same night. Accident occurred near North Branch bridge. Engineer, R. Taylor.

June 1.—Aaron Henderson, brakeman on coal train No. 101, bound east, fell from the train while in motion and was instantly killed. Engineer, Henry Foster, conductor, James McBath.

June 11.—George Very, an employee at Communipaw shop, was found dead on the track at east end of trestle, between Communipaw and Jersey City, about 8 P. M.; he was seen at Jersey City early in the evening, and was intoxicated at the time. It is not known by what engine or train he was struck, as the night was very dark and foggy.

June 18.—Mrs. Bridget Carr, an aged woman, while picking coal from the track near Port Avenue switches, was struck by passenger train No. 36, bound west, and instantly killed. Peter Rodenburgh, engineer, and B. W. Hopper, conductor.

June 22.—An unknown man, while walking on the track near west Elizabeth, was struck by passenger train No. 15, bound east, and so badly injured that he died the same day. Edward Scott, engineer, E. C. Ackerman, conductor.

June 29.—Waldo Danforth, in attempting to jump on passenger train No. 29, bound east, while in motion near Bergen, slipped, and his foot and ankle were crushed, rendering amputation necessary. Thomas Hague, engineer, M. R. Mulford, conductor.

July 13.—Henry Herrick, brakeman on Flemington freight train bound west, while standing on top of the train his head came in contact with the road bridge east of Greenville, injuring him, though not seriously. O. D. Hayne, conductor.

July 18.—Richard Faulkner, a boy four years of age, while playing on the track at Delaware, Lackawanna and Western Companies' docks, at Elizabethport, was run over by engine "Gloucester," pushing lumber cars; right foot crushed, rendering amputation necessary. Engineer, J. McNeal.

July 31.—Timothy Marger, brakeman on coal train No. 98, bound east, while uncoupling engine for a fly switch at White House, fell beneath the cars and was instantly killed. James Gillon, conductor, J. R. McCall, engineer.

August 4.—Peter Reilly, brakeman on local freight train, No. 78,

bound west, fell from the train near High Bridge, and fractured his collar bone. John Long, conductor, C. Shultz, engineer.

August 6.—J. Wintermute, brakeman on coal train, while coupling cars in Junction yard, had his right arm badly fractured. J. W. Mulford, engineer.

August 11.—Henry Becker, a boy aged 11 years, in attempting to jump on coal train No. 86, bound west, while in motion near Spring street crossing, Elizabeth, had one foot crushed, causing death same day. Ezra Nason, engineer.

August 16.—Patrick Morris, a laborer on track section 3, middle division, while sitting on the track asleep near Cranford Station, was struck by coal train No. 76, bound west, and had one foot crushed, rendering amputation necessary. Henry Foster, engineer, James McBath, conductor.

August 18.—William O'Brien, in attempting to jump from an excursion train while in motion near Pamrapo, fell beneath the cars, which crushed his right leg, rendering amputation necessary. John W. Miller, conductor, Joseph Lasey, engineer.

August 20.—Mrs. O'Reilly, an aged woman, in attempting to cross the track in front of Lackawanna Express, bound west, one mile east of Plainfield, was struck in her left side by the engine and severely injured. F. P. Hill, conductor, A. Riggs, engineer.

August 26.—J. W. Boisnot, in attempting to drive across the track at Findern Station with a horse and wagon, was struck by Lackawanna Express No. 12, bound west, and thrown to the ground, sustaining slight bruises. F. P. Hill, conductor, Albert Riggs, engineer.

August 26.—George Brown, fireman on engine No. 86, hauling Easton way train No. 15, bound east, while leaning from window of engine cab his head came in contact with road bridge east of Bayonne, and was severely bruised.

September 1.—Two men, named Adam Regan and William Ryan, while standing on the track at White House Station, were struck by fast line No. 2, bound east, and both instantly killed. B. F. Phelps, conductor, B. F. Libby, engineer.

September 21.—William Wright, a German fifty years of age, while walking on the track about 9 P. M., near Raritan Station, was struck by milk train No. 27, bound east, and instantly killed. George L. Bryant, conductor.

September 28.—Augustus Finn, brakeman on coal train No. 91, bound east, while uncoupling engine from train at Green Brook, fell beneath the cars and was instantly killed. John Long, conductor, John Naylor, engineer.

September 30.—Matthew Campbell, a brakeman in Jersey City yard, while coupling cars had both arms and some ribs broken.

October 24.—Michael Lilly, a brakeman on local freight train No. 78, bound west, while standing on top of the train while in motion, near White House, his head came in contact with a road bridge, throw-

ing him from the cars, seriously bruising his head, &c.; injury not fatal. John Long, conductor, Charles Schultz, engineer.

October 31.—Dominick Peters, a boy nine years of age, in attempting to jump from a coal train on which he had been riding, at Grand street, Elizabeth, slipped and fell beneath the cars, badly crushing both feet; he died the same day. James Dolan, engineer and conductor.

October 31.—Charles Mullen, brakeman on Express Freight train, while coupling cars at Jersey City, had three fingers crushed, rendering amputation necessary.

November 7.—Michael Geary, in attempting to jump on a Coal train while in motion at Port Johnson Coal Wharves, was caught between the bumpers of two cars and crushed to death. John W. Naylor, engineer.

November 19.—George Lewis, a brakeman on coal train No. 101, bound east, fell between the cars while in motion near Asbury, and was instantly killed. Richard Wilkinson, engineer.

November 21.—John Sullivan, in attempting to walk between some cars standing uncoupled in the yard at Elizabethport, they were struck by an engine backing down, and he was caught between them, breaking one arm and otherwise injuring him; he died November 27.

November 27.—Leander Bishop, in attempting to cross the tracks just west of Bound Brook with a horse and carriage, was struck by the rear part of train No. 92, which had been cut loose to take cars out of the siding; one leg was broken, and other bodily injuries sustained. W. L. Ames, engineer, Joseph Rogers, conductor.

November 27.—A man named Beavers Bryant, stealing a ride on coal train No. 80, bound west, attempted to jump from the train while in motion near Bloomsbury, had one arm broken and leg crushed; he was previously driven from the train on account of being intoxicated. Jacob Wildoner, engineer.

November 29.—A man named Michael Pendergrast, was found dead on the track near Valley Station, having been run over by some train or engine not known. Subsequent investigation proved rum to be the cause of his death.

November 30.—A man named Elijah Nunn, jumping from train No. 7, while pulling up to the station at Flemington, fell against the station platform and had both legs broken and crushed, and received other injuries causing death soon after. O. D. Hayne, conductor, Charles McCall, engineer.

December 20.—Patrick O'Brien, a night track watchman on Western Division, was found lying dead alongside of the track near High Bridge Station, supposed to have been killed by the Cincinnati Express, bound east.

December 21.—Two laborers on Station 5, Middle Division, were injured by frog falling on them while unloading it from the cars; one had three fingers broken, and the other one foot mashed.

December 24.—Joseph Nichols, brakeman on Freight Train 84, bound west, in attempting to uncouple cars at Plainfield, had his right arm crushed, rendering amputation necessary, J. W. Naylor, engineer, Martin Blake, conductor.

SIDNEY DILLON, *Vice President.*

Sworn and subscribed at New York, this 1st day of February, 1869, before me.

JAMES A. FALKNER,
Commissioner for New Jersey in New York.

SOUTH BRANCH RAILROAD.

To the Legislature of the State of New Jersey :

In conformity with an act of this State requiring Annual Reports to the Legislature of Railroad and Canal Companies, approved February 24, 1852, the South Branch Railroad Company make the following report :

Amount of work done to January 1st, under the head	
of grading and construction account,	\$362,304 39
Paid on account of right of way,	52,333 65
Station houses, &c.,	20,611 23
Amount received on capital stock,	438,300 00

The road is leased at the annual rent of six per cent. to the Central Railroad Company of New Jersey, who have operated it since July 1, 1864, at which time it was regularly opened for business, and the receipts therefrom appear in their accounts.

Samuel Knox, Secretary and Treasurer of the South Branch Railroad Company, being duly sworn according to law, on his oath saith that the foregoing report is just and true, according to the best of his knowledge, information and belief.

SAMUEL KNOX.

Sworn and subscribed at New York City, this 28th day of January, 1869, before me.

JAMES A. FALKNER,
Commissioner for New Jersey in New York.

WARREN RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act entitled "An Act respecting Annual Reports to the Legislature of Railroads and other Companies," passed February 24, 1852, the Warren Railroad Company presents the following report of the condition of its affairs to January 1, 1869 :

Capital stock issued and actually paid in,	\$1,547,650 00
First mortgage bonds of 1875, outstanding,	511,400 00
	<hr/>
	\$2,059,050 00

Total cost of the Warren Railroad, including lands for right of way, depot buildings, cost of tunnels, bridges, &c., \$2,000,000 00

Cost of coal basins, trestle work, shoots and fixtures on the Morris Canal at Washington, N. J., estimated	59,050 00
	<hr/>
	\$2,059,050 00

Earnings of the road from January 1 to December 31, 1868 :

From passengers,	\$27,056 30
From freights, viz :	
From coal,	304,946 48
From merchandise and express,	125,417 84
From transportation of mails, telegraphs and rents,	2,950 30
	<hr/>
	\$460,370 92

Running expenses of the road, including depot agents, telegraph, trackmen and foremen, new rails, ties, repairs to road bed, tunnels, bridges, viaducts, &c., estimated,	\$808,844 80	
Interest paid on \$511,400 00 bonds, 7 per cent.,	35,798 00	
Amount applicable to paying a dividend of 7 per cent. on \$1,547,650, capital stock,	108,335 50	
	<hr/>	\$447,977 30
Balance applicable to paying State and Government taxes, and other matters,		12,392 62
Total number of passengers carried,		82,541
Through,		24,279
Way,		58,262
Total number tons of freight carried,		1,235 383
	Through.	Way.
Coal,	877,593	108,827
Merchandise,	109,084	137,652
Express,	1,786	440
	<hr/>	<hr/>
	988,463	246,919

Of the way coal there was delivered at

Delaware, 1 mile distance, 545 tons,	\$9 54
Bridgeville, 6 miles distance, 2,121 tons,	222 79
Oxford, 11 miles distance, 30,387 tons,	5,843 56
Washington, 14 miles distance, 75,696 tons,	18,545 68
Changewater, 16 miles distance, 76 tons,	21 48
	<hr/>
Through,	24,643 05
New Hampton, 18½ miles, 877,593 tons,	280,303 43
	<hr/>
	\$304,946 48

No injury to any person on the trains has been reported during the past year.

All of which is respectfully submitted,

J. I. BLAIR, *President.*

State of New Jersey, Warren County, ss : John I. Blair, of full age, being duly sworn, upon his oath saith that the facts, matters and

things set forth in the above report, which is signed by him, are true to the best of his knowledge and belief.

J. I. BLAIR.

Subscribed and sworn before me this 27th day of January, 1869, at Blirstown, N. J.

MARSHALL HUNT,
Master in Chancery of New Jersey.

SUSSEX RAILROAD.

To the Legislature of New Jersey :

Capital stock,	\$274,400 00	
Funded debt secured by mortgage,	200,000 00	
	<hr/>	\$474,400 00
Receipts from passengers, freight, mails, &c.,	67,705 20	
Operating expenses, revenue taxes, expenditures for ties, &c.,	41,763 20	
Interest on funded debt,	12,500 00	
Dividend on capital stock,	13,442 00	
	<hr/>	\$67,705 20
Number of miles run,		28,000
No fatal casualties.		

This Company commenced extending and grading their road in January, 1868, from a point near Newton to the New York State line by way of Franklin. They confidently expect to open it for business to Franklin, a distance of twelve miles or thereabouts, by, or before the 1st of April next.

They are also extending a branch from a point on this road about one mile in a southerly direction from Lafayette, and running by the way of Lafayette to Branchville, a distance of about six miles.

The grading of the main portion of these branches was done by subscriptions to the capital stock of the company by the people along the line, the cost of which I am not at this time prepared to state.

All of which is respectfully submitted,

J. I. BLAIR, *President.*

State of New Jersey, Warren County, ss: John I. Blair, of full age, being duly sworn, on his oath saith that the facts, matters and things set forth in the above report, which is signed by him, are true to the best of his knowledge and belief.

J. I. BLAIR.

Subscribed and sworn before me at Blairstown, N. J., this 27th day of January, 1869.

MARSHALL HUNT,
Master in Chancery of New Jersey.



MORRIS AND ESSEX RAILROAD.

To the Legislature of the State of New Jersey :

Capital stock,	\$4,823,500 00
Funded debt,	8,500,500 00
Floating debt,	1,070,208 08
Certificates of indebtedness to stockholders,	6,167 50
Profit and loss,	601,638 04
	<hr/>
	\$15,002,013 62

Construction,	\$9,759,062 01	
Real estate, buildings and improve- ments,	543,298 28	
Locomotive engines,	1,447,289 33	
Cars,	1,306,161 31	
	<hr/>	
	2,783,450 64	
Machinery and tools,	26,090 80	
Railroad iron and materials on hand,	219,878 41	
Premium and discount,	892,801 81	
Capital stock of Newark and Bloomfield Railroad Company,	69,000 00	
Cash bills and accounts receivable,	708,436 67	
	<hr/>	
		\$15,002,013 62

RECEIPTS.

From passengers, freight, mails, rents, and sun- dries,	\$1,921,419 16
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EXPENSES.

Operating road, maintenance of way, motive power, contingencies, &c.,	\$1,539,009 75
--	----------------

DIVIDENDS.

One dividend of seven per cent. has been paid during the year in stock and cash, amounting to \$316,526 00

PASSENGERS.

There has been transported over the road during the year, one million four hundred and forty-four thousand, five hundred and forty-nine, exclusive of commuters and those who ride free.

NUMBER OF MILES RUN.

Passenger trains,	888,349
Freight and coal trains,	496,638
Gravel, construction and other trains,	193,920
	<hr/>
Total miles,	1,078,907

The above statement is true to the best of my knowledge and belief.

A. P. BERTHOUD,
General Superintendent.

Sworn to and subscribed before me this 23rd day of February, 1869.

AHON PUGET,
Justice of the Peace.

ACCIDENTS.

March 26, 1868.—John Hannon, a track laborer, was struck by the engine of a passenger train between Millburn and South Orange; he died in a few hours. The County Physician decided an inquest unnecessary. Conductor, J. Van Pelt, engineer, J. B. Scripture, both still in the employ of the company.

April 15.—Barbetta Landsfether, an aged woman, while picking up coal on the track at Newark, was struck by the engine of a passenger train and injured so severely that she died in two days; the verdict of a coroner's jury exonerated the company from all blame. Conductor, John Simmons, engineer, Charles Jones, the latter still in the employ of the company.

April 20.—Walter McMullin was driving a horse and wagon on the track between Orange Junction and east Orange, and was struck by the engine of a night passenger train, injuring him so that he died in four days; the verdict of a coroner's jury exonerated the company from all blame. Conductor, W. H. Weikheisen, engineer, George Force, both still in the employ of the company.

April 30.—Jacob Snyder, brakeman, was thrown from an iron train at Madison and instantly killed; the County Physician decided an inquest unnecessary. Conductor, Peter Miller, engineer, Jas. Thomas, both still in the employ of the company.

June 12.—M. B. Fredericks, brakeman, was found dead between Madison and Morristown; it is supposed that he was riding in bottom of a coal car and fell through. The County Physician decided an inquest unnecessary. Conductor, F. C. Hurley, engineer, L. Bartolet, both still in employ of the company.

June 17.—Brooks Sayre, was struck by the engine of a passenger train between Chatham and Madison; he died in a short time. He stepped from the west track to avoid a coal train, and walked directly in front of a passenger train. The County Physician decided an inquest unnecessary. Conductor, J. Van Pelt, engineer, J. B. Scripture, both still in the employ of the company.

June 25.—George Opdyke, track foreman, was struck upon the head by a piece of coal which fell from the engine tender of a passing train; he died in a short time. The County Physician decided an inquest unnecessary.

July 11.—Robert Burroughs, brakeman, was riding on front of the engine of a gravel train and instantly killed by the gravel train running into a coal train; the County Physician decided an inquest unnecessary. Gravel train conductor. S. Frazier, engineer, John Dalrymple.

July 17.—Timothy Larry, brakeman, was killed at Chatham while coupling cars; the County Physician decided an inquest unnecessary.

August 4.—Patrick Hughston, an old man, was killed near Millburn; he was standing on the east track watching an approaching train on the west track, and did not see the train on the east track; the verdict of a coroner's jury exonerated the company from all blame. Conductor, J. M. Stewart, engineer, Duane Searles, both in the employ of the company.

August 11.—Michael Galvin was found dead on the Dover Draw Bridge; it was presumed he had been struck by a passing train during the night. The verdict of a coroner's jury exonerated the company from all blame.

August 12.—Patrick Connolly was found dead near the track between Summit and Chatham, having been killed by a coal train during the night; the County Physician decided an inquest unnecessary. Conductor, J. B. Craig, engineer, J. Allen, both still in the employ of the company.

August 13.—Charles McNair, track repairer, was standing so near the track that the bumper of a coal train engine struck him in passing; he died in a short time afterward. The County Physician decided an inquest unnecessary. Conductor, J. H. Searles, still in the employ of the company.

August 25.—Lawrence Dempsey fell from the platform of car on

an excursion train near Madison, and was killed; the Justice of the Peace decided an inquest unnecessary. Conductor, J. L. Hubbard, engineer, Josiah Wood, the former still in the employ of the company.

August 25.—Theodore Edgar, brakeman, fell from a coal train near the east end of the tunnel and was instantly killed; the County Physician decided an inquest unnecessary. Conductor, A. H. Constantine, engineer, W. Carter, the latter still in the employ of the company.

August 26.—Sigmund Furman while walking upon the track at east Newark, was struck by the engine of a passenger train; he died in a short time. The verdict of a coroner's jury exonerated the company from all blame. Conductor, M. A. Sayre, engineer, J. Moser, both still in the employ of the company.

September 12.—John Duane, a boy fourteen years old, was instantly killed at Rock Tavern switch by the engine of a passenger train; he was walking on the track. The verdict of a coroner's jury exonerated the company from all blame. Conductor, J. L. Hubbard, engineer, L. Hamilton, both still in the employ of the company.

September 17.—Henry Christine, brakeman, fell from a freight train near Valley Station; he died shortly afterwards. The County Physician decided an inquest unnecessary. Conductor, E. D. Burton, engineer, H. Gillingham, both still in the employ of the company.

September 26.—Nathan Nichols, engineer, (coal train) was injured so that he died in a few hours, by his train running off the track at Newark and running into another engine. The coroner's jury recommended additional signals to be placed on the Newark grade, which has since been done. Conductor, H. R. Smith, engineer, W. H. Carter, the latter still in the employ of the company.

September 26.—Michael Burns, flagman at Newark, was run over by a Drill Engine; he died soon after. The County Physician decided an inquest unnecessary. Engineer, Edward Hicks, still in the employ of the company.

September 30.—Bridget Williams, (drunk and lying across the track) between Orange Junction and the Brick Church, was run over by a passenger train; she died in a few hours. The verdict of a coroner's jury exonerated the company from all blame. Conductor, C. R. Hulines, engineer, George Huff, both still in the employ of the company.

November 10.—George W. Young, brakeman, fell from a freight train near Phillipsburg and was instantly killed; the County Physician decided an inquest unnecessary. Conductor, T. C. Hurley, engineer, John Conley, both still in the employ of the company.

November 24.—A. W. Bates, brakeman (on coal trestle), was caught between the engine and cars on the trestle; he died in two days. The verdict of a coroner's jury exonerated the company from all blame. Engineer, John McGovern, still in the employ of the company.

November 30.—George Frowsell attempted to cross the track at

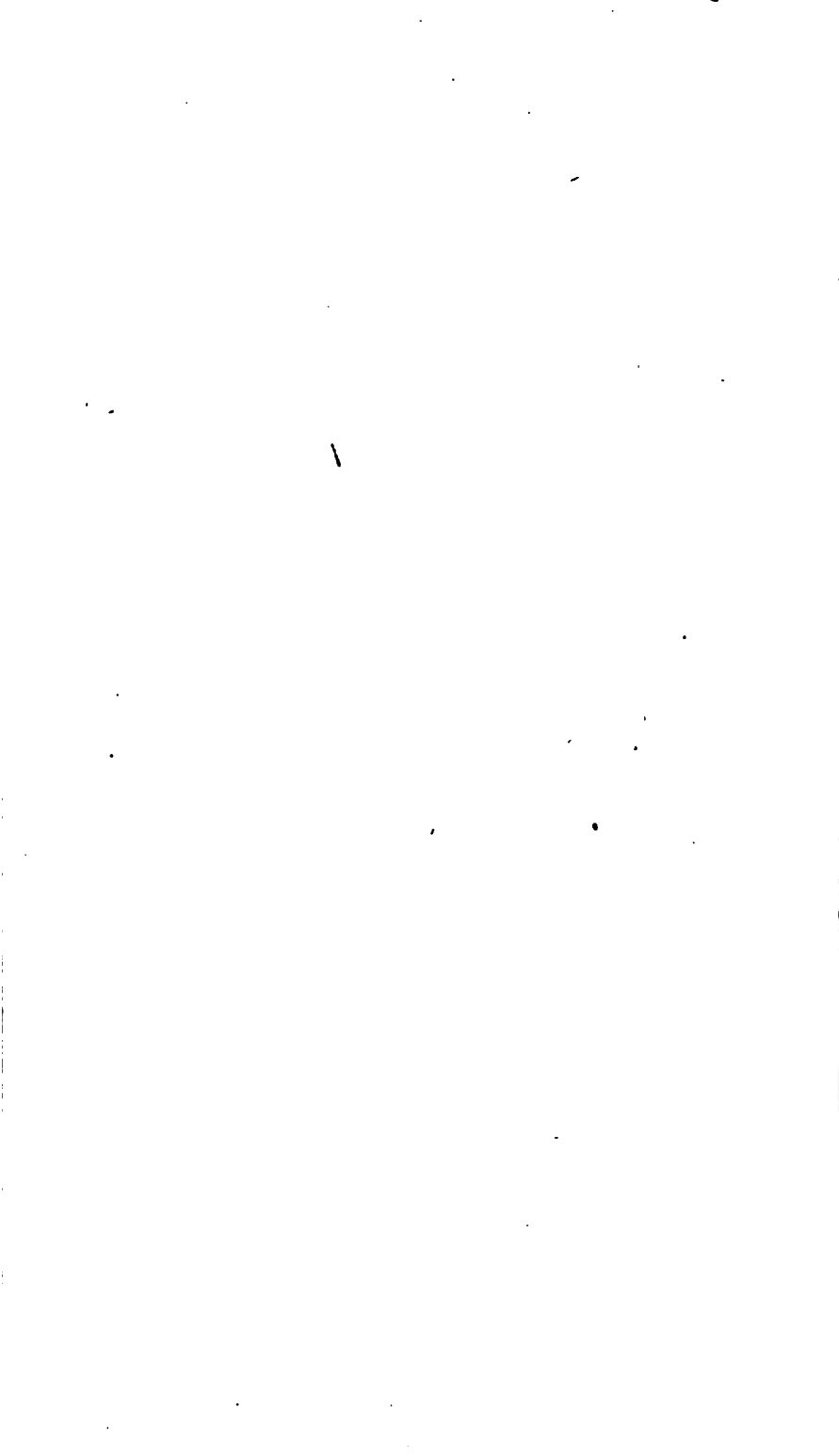
Sandford Crossing while an express train was approaching, and was struck and knocked out of his wagon; he died shortly afterwards. The flagman attempted to stop him, but it is presumed he was asleep, as he made no effort to stop. The coroner's jury decided that no blame attached to the company. Conductor, J. L. Van Orden, engineer, C. H. Pierson, both still in the employ of the company.

December 12.—George H. Manning, car repairer at Hoboken, was under a car on "Cripple Track" without having proper signals out. The Drill Engine in coupling cars backed them over him; he died in a short time. The coroner's jury exonerated the company from all blame.

RECAPITULATION.

Killed by falling from train,		7
Killed while walking or laying on track,		13
Killed in station yards or crossings,		5
		—
Total,		25
Employees,	14	
Other than employees,	11	
	—	25

A. P. BERTHOUD,
General Superintendent.



OGDEN MINE RAILROAD.

To the Legislature of the State of New Jersey :

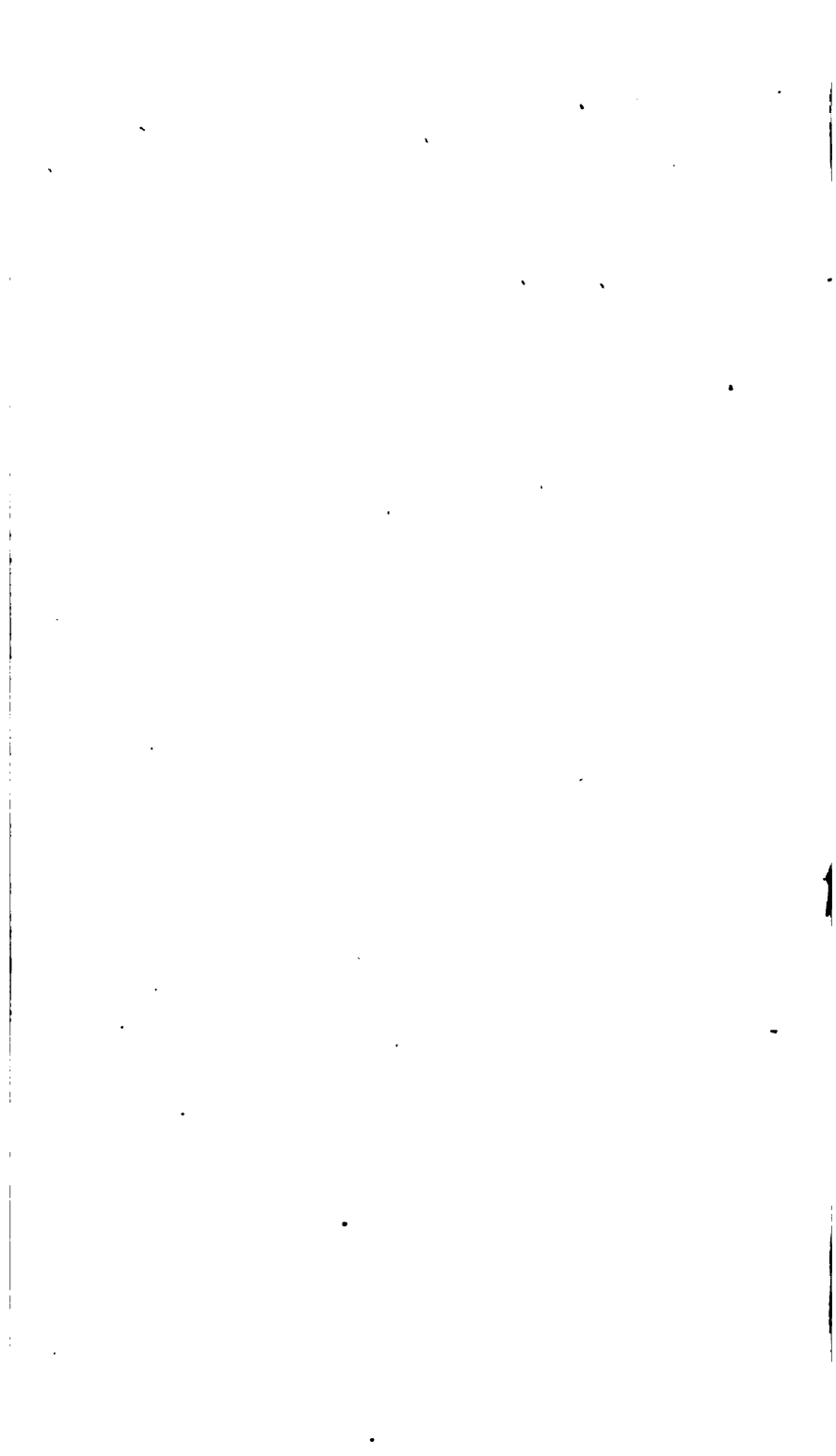
The capital stock of said company is		\$450,000 00
Receipts were	\$58,179 86	
Expenses were	42,681 82	
	<hr/>	
Nett earnings,		15,498 04
 The amount of iron ore transported was		37,299 tons.
The amount of zinc transported was		25,684 tons.
The amount of coal, &c., transported was		5,101 tons.
		<hr/>
Total amount of transportation,		68,084 tons.

State of New Jersey, Morris County, ss: George Richards, President of said Railroad Company, being duly sworn according to law, on his oath saith that the above statement is correct and true to the best of his knowledge and belief.

GEORGE RICHARDS, *President.*

Sworn and subscribed before me this 1st day of February, 1869.

JAMES H. NEIGHBOUR,
Master in Chancery of New Jersey.



HIBERNIA MINE RAILROAD.

To the Legislature of the State of New Jersey :

The capital stock of said company is	\$55,000 00	
Receipts during 1886,		\$49,564 37
Expenses,	\$19,457 56	
A cash dividend was paid in May, of	13,750 00	
	<hr/>	33,207 56
Balance,		<hr/> \$16,356 81

The amount of transportation was :

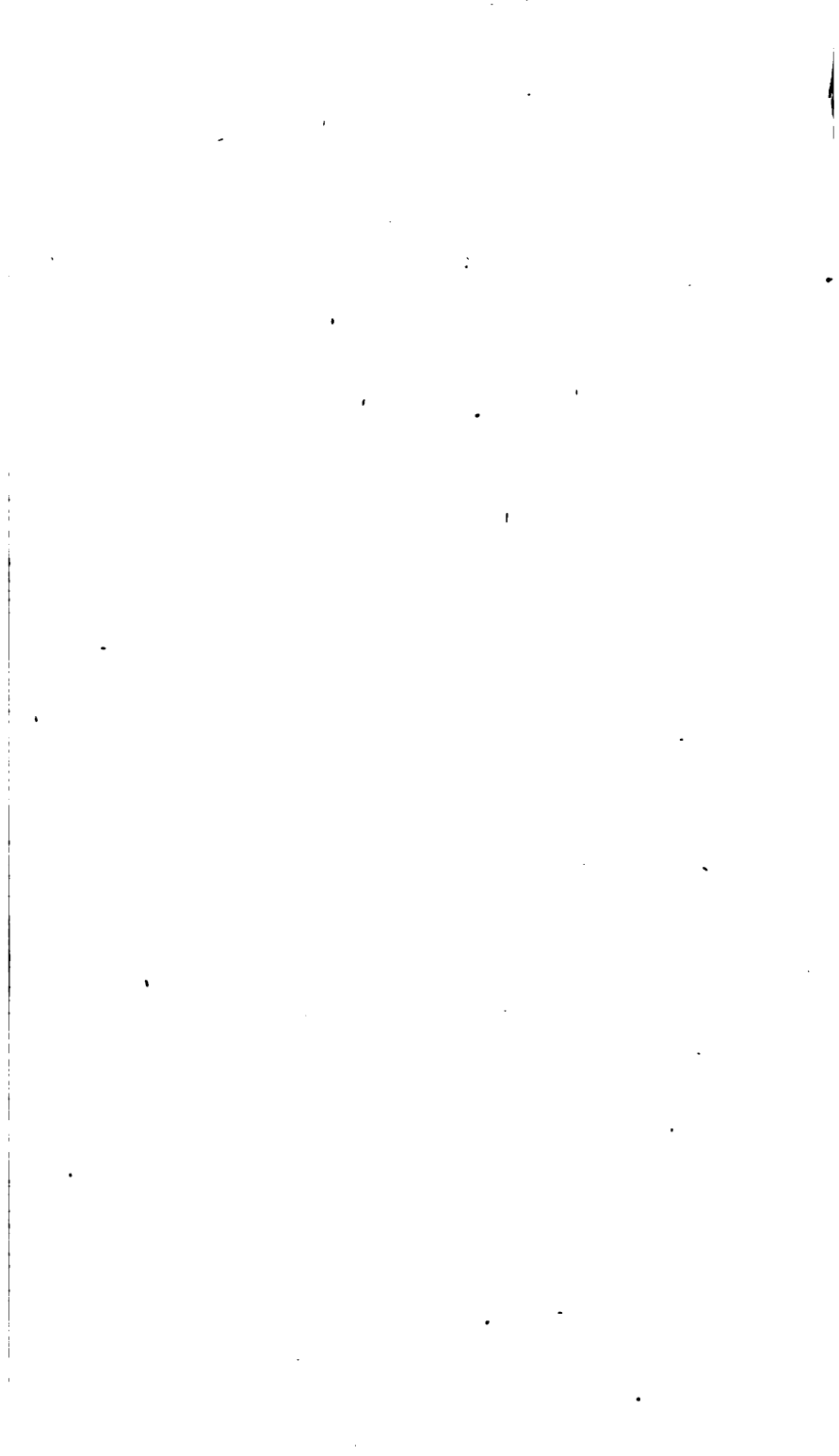
Iron ore,	81,126 tons.
Coal, &c.,	2,425 tons.
	<hr/>
Total,	83,551 tons.

State of New Jersey, Morris County, ss: George Richards, President of said Railroad Company, being duly sworn according to law, on his oath saith that the above statement is correct and true to the best of his knowledge and belief.

GEORGE RICHARDS, *President.*

Sworn and subscribed to before me, this 1st day of February, 1869.

JAS. H. NEIGHBOUR,
Master in Chancery of New Jersey.



MORRIS CANAL AND BANKING COMPANY.

To the Legislature of the State of New Jersey :

Capital stock paid in,	\$2,200,000 00
Debts, funded and other,	1,181,287 69
Cost of canal and appurtenances,	3,408,224 06
Repairs of 1868,	137,407 48
Navigation, (lock and plane tending, &c.,)	54,167 96
Superintendence and management,	49,433 81
Income from passengers, tolls, and other sources,	415,033 18
Dividends paid in cash,	58,750 00

JACOB F. RANDOLPH,
Vice President.

State of New Jersey, Hudson County, ss: Before me personally appeared Jacob F. Randolph, who by me being duly sworn according to law, doth depose and say that he is the Vice President of the Morris Canal and Banking Company; that the foregoing is a correct statement as this deponent verily believes, containing an account of the capital stock of the said company actually paid in, and the amount of funded and other debts of said company; also of the cost of the canal and appurtenances; also of the expenditures for repairs, superintendence and management of the same; also the income during the year eighteen hundred and sixty-eight, from passengers, tolls and other sources, and the amount of dividends, and how paid; arranged as above set forth, under their appropriate heads.

JACOB F. RANDOLPH.

Sworn and subscribed before me this 30th day of January, 1869.

JOSEPH F. RANDOLPH,
Master in Chancery.

ORANGE AND NEWARK HORSE CAR RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to an act passed February 24, 1852, entitled "An Act respecting Annual Reports to the Legislature of Railroads and other Companies," the Orange and Newark Horse Car Railroad Company present the following report :

Capital stock,	\$289,550 00	
Funded debt,	380,000 00	
Mortgage on depots and stables,	3,500 00	
Bills payable,	3,000 00	
Bellville Railroad stock,	15,000 00	
Mortgage on Orange property,	5,000 00	
	<hr/>	\$696,050 00
Superstructure, iron, depots, stables and car houses,	\$618,548 56	
Cars and snow ploughs,	31,116 15	
Horses, Harness and fixtures,	32,772 95	
	<hr/>	\$682,437 66
Cash,		13,612 34
		<hr/>
		\$696,050 00

RECEIPTS.

From passengers,	\$142,219 69	
From tolls,	2,338 84	
From sundries,	2,768 47	
	<hr/>	\$147,327 00

EXPENSES.

For maintaining and operating the road,	122,847 83	
	<hr/>	\$24,479 17
Interest on bonds and stock of Bellville Railroad,	\$21,900 00	

No dividends.

RAILROAD AND CANAL REPORTS.

PASSENGERS.

Passengers carried on Orange road in year 1868.	676,657
Passengers carried on Broad street road in year 1868,	688,092
Passengers carried on Bellville road in year 1868,	319,303
Passengers carried on Market street road in year 1868,	216,008
	<hr/>
	1,900,060

NEWARK AND BLOOMFIELD RAILROAD.

To the Legislature of the State of New Jersey :

The capital stock of said company is now \$103,850 00

The rent of the road is \$6,600 00 per annum and taxes.

One dividend of three per cent., amounting to \$3,115 50, has been paid.

The said road now being under lease to, and managed by another company, sanctioned by the Legislature of this State, this company has no knowledge as to the details of the operations of the company.
All of which is respectfully submitted.

IRA DODD, *President.*

New Jersey, Essex County, ss : Ira Dodd, President, being duly sworn, on his oath saith that the facts, matters and things in the above statement and report, are true to the best of his knowledge and belief.

IRA DODD.

Sworn and subscribed before me this 6th day of February, 1869.

A. G. SAYRE,
Master in Chancery of New Jersey.



RARITAN AND DELAWARE BAY RAILROAD.

To the Legislature of the State of New Jersey :

In compliance with an act approved February 24, 1852, the Raritan and Delaware Bay Railroad Company present the following report for the year ending December 31, 1868 :

Capital stock,	\$2,530,700 00
First mortgage bonds,	1,000,000 00
Second mortgage bonds,	250,000 00
Equipment,	296,000 00
Toms river railroad bonds,	118,500 00
Other debts and obligations,	1,226,390 36
	<hr/>
	\$5,421,590 36
Cost of railroad and equipments,	4,098,592 45

The road has been operated during the year by W. S.

Snedden & Company, lessees, who report the following number of passengers carried during the year, not including commuters or free passengers,

206,754

Tons of freight transported during same period,

49,620

Total receipts from passengers, freights and other sources,

\$254,898 78

Expenses of operating, including repairs, maintenance of way, motive power, taxes and contingencies, including also, payments for renewals and improvements,

\$224,231 24

No accidents have happened during the year, involving loss of life or injury to any person, excepting that on the night of December 5th, a vagrant boy named Joseph Richards, who was asleep in the Port Monmouth engine house, was caught by the wheels of the engine backing into the house, has since recovered.

State of New Jersey, ss: William Lewis, Secretary of the Raritan and Delaware Bay Railroad Company, being duly sworn, on his oath says that the President of the Company is absent at Washington, and it is therefore impossible to obtain his presence in New Jersey to depose to this statement within the time limited for that purpose, and that the foregoing statement is just and true to the best of his knowledge and belief.

WILLIAM LEWIS.

Sworn and subscribed before me at Jersey City, N. J., this 4th day of February, 1869.

ARCHIBALD K. BROWN,
Master in Chancery of New Jersey.

LONG BRANCH AND SEA SHORE RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to the act of Assembly entitled "An Act respecting Annual Reports to the Legislature of Railroad and Canal Companies," the Long Branch and Sea Shore Railroad Company present the following report :

Capital stock paid in,	\$178,232 00
Floating debt,	85,853 79
Principal and interest of debt paid during the year,	4,906 45
Cost of road and equipment,	228,440 58

RECEIPTS.

From passengers,	\$44,384 27
From freight,	11,078 50
	<hr/>
	\$55,462 77

EXPENSES.

For working the road, including repairs, maintenance of way and contingencies,	\$42,091 89
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There have been no accidents involving loss of life, nor personal damage during the year.

State of New Jersey, ss : Henry Howland, President of the Long Branch and Sea Shore Railroad Company, being duly sworn, on his oath saith that the foregoing report, and the matters and things therein stated, are true to the best of his knowledge and belief.

HENRY HOWLAND, *President.*

Sworn and subscribed before me this 18th day of January, 1869.
FRANCIS CORLIES.



CAMDEN AND ATLANTIC RAILROAD.

To the Legislature of the State of New Jersey :

In obedience to the act of Assembly, passed February 24, 1852, entitled "An Act respecting Annual Reports to the Legislature of Railroad and Canal Companies," the Camden and Atlantic Railroad Company present the following Report :

Capital stock paid in,	\$1,109,405 70
Funded debt,	1,065,179 60
Floating debt,	139,481 65
Cost of road and equipments,	2,062,101 95
Interest paid during the year 1868,	95,857 45

RECEIPTS.

From passengers,	\$222,090 76
From freight,	97,847 84
From other sources,	5,102 24
	<hr style="width: 10%; margin-left: 0;"/> \$325,040 84

Expenses of the road for the year 1868, for working said road, including repairs, maintenance of way, motive power and contingencies,	\$190,695 51
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ACCIDENTS.

July 21, 1868.—A very violent storm this day broke the embankments over a culvert through a ravine about one hundred yards east of Cooper's Creek bridge. The Express train ran on the break without warning ; the engine jumped it, but went off the track and turned over on the right ; the baggage car followed, the trucks piling in the chasm and the body running over on the left ; two passenger cars followed, dropping their trucks but keeping the line of the track ; the third passenger car stopped immediately over the chasm. The speed of the train carried the engine over, and the strength of the frai

dropped their trucks, thus preventing their being precipitated into the chasm and piled ; it was owing to this that the lives of the passengers were saved. One of the steam cocks of the engine was broken off when it turned over on the side, and the escaping steam and water scalded the engineer so that he died in about nine hours after the accident. The fireman and track master were on the engine, and were also scalded, but recovered without any permanent injury. Two passengers were slightly injured. Orson Beecher, conductor, Jno. Hutchinson, engineer, conductor retained.

August 2.—A man (name unknown), in attempting to jump on the train while in motion, fell, the cars passing over his left arm ; his arm was amputated, but he died from the effects on the 6th. R. A. Fields, conductor, Charles Clendening, engineer, both retained.

State of New Jersey, Camden County, ss : Robert Frazer, of the County of Camden, maketh oath and saith that he is the President of the Camden and Atlantic Railroad Company, and that the statement in the above report are true to the best of his knowledge and belief.

ROBERT FRAZER.

Sworn and subscribed before me at Camden, this 28th day of January, 1869.

THOMAS P. CARPENTER,
Master in Chancery.

